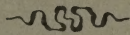


REPORT

OF

The Philadelphia
Maritime Exchange.



1893.

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WM. BROCKIE,

1875. PRESIDENT. 1890.

*From a portrait presented to the Philadelphia Maritime Exchange,
April 20th, 1893.*

EIGHTEENTH
ANNUAL REPORT

—OF—

THE BOARD OF DIRECTORS

—OF—

The Philadelphia Maritime Exchange.

Presented to the Exchange April 20, 1893.

PHILADELPHIA:
DANDO PRINTING AND PUBLISHING Co.,
34 SOUTH THIRD STREET.
1893

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OFFICERS AND COMMITTEES
OF
THE PHILADELPHIA MARITIME EXCHANGE.

1893-4.

President.
GEO. E. EARNSHAW.

Treasurer.
DAVID S. STETSON.

Secretary.
E. R. SHARWOOD.

Vice-President.
THOMAS WINSMORE.

Honorary Vice-President.
PHILIP FITZPATRICK.

Assistant Secretary.
ELISHA CROWELL.

Solicitor.
JOHN F. LEWIS.

DIRECTORS.

For Three Years.
SAML. T. KERR,
J. N. WALLEM,
J. S. W. HOLTON,
GEO. H. HIGBEE,
L. Y. SCHERMERHORN,
CHAS. F. GILLER,
JOHN H. THOMPSON.

For Two Years.
DAVID S. STETSON,
S. B. MACDONNELL,
FRANK L. NEALL,
THOMAS WINSMORE,
GEO. E. EARNSHAW,
F. A. CHURCHMAN.

For One Year.
ALEX. C. FERGUSON,
CHAS. E. MATHER,
EDWIN S. CRAMP,
F. A. VON BOYNEBURGK,
B. HUMBURG,
JOSIAH MONROE.

COMMITTEES.

Finance.
THOMAS WINSMORE,
B. HUMBURG,
JOHN H. THOMPSON.

Floor and Library.
J. S. W. HOLTON,
SAML. T. KERR,
JOSIAH MONROE.

Membership.
CHAS. E. MATHER,
J. N. WALLEM,
F. A. VON BOYNEBURGK.

*Harbor, Pilotage and
Station.*
FRANK L. NEALL,
DAVID S. STETSON,
EDWIN S. CRAMP,
J. S. W. HOLTON,
L. Y. SCHERMERHORN.

*Commerce and Trans-
portation.*
ALEX. C. FERGUSON,
S. B. MACDONNELL,
F. A. CHURCHMAN,
GEO. H. HIGBEE,
CHAS. F. GILLER.

Executive.
GEO. E. EARNSHAW,
THOMAS WINSMORE,
FRANK L. NEALL,
ALEX. C. FERGUSON,
J. S. W. HOLTON,
CHAS. E. MATHER.

NOTE.—Regular meetings of the Board are held on the **Fourth Monday** of each month (excepting July and August) at **12 o'clock noon.**

EIGHTEENTH ANNUAL REPORT

OF

The Philadelphia Maritime Exchange.

Your Board of Directors submit herewith the Eighteenth Annual Report of The Philadelphia Maritime Exchange, for the year ending March 31st, 1893; and take pleasure in congratulating the Exchange on the highly satisfactory progress it has made during the past year, as shown alike in the greater efficiency of its arrangements and equipments, and in the increasing influence of the Association in matters of public, commercial and maritime interest.

The object which the Exchange has steadily pursued since its inception, in addition to its primary object of collecting and distributing marine news, has been to seek the promotion, in every possible way, of the general prosperity of the Maritime and Commercial interests of this Port and Commonwealth, by bringing its influence, which is now well recognized, to bear in favor of such improvements as would conduce to the advantage of all, as well as to the correction of hindrances or abuses which militate against the successful development and increase of our trade. In this the whole community is interested, and with such objects in view, our Exchange presents its claim for support beyond those immediately connected with maritime affairs, to all who seek the welfare and extension of the commerce of our City and State. Experience has suggested many opportunities for usefulness and for the establishment of facilities beyond those contemplated at our first organization, and these have been taken advantage of to the fullest extent. Increased membership, however, would enable us to very much add to the usefulness of the Exchange, and the Board trusts that other corporations and firms not now connected with us may recognize the good work being done by the Exchange, and be induced to join our Association and thus aid our endeavors in promoting the general welfare of commerce.

The membership of the Exchange is fully up to the average, the number of certificates outstanding being 288.

It is hoped that members will induce their friends to join, as additional membership will greatly aid in establishing the Exchange upon a more satisfactory foundation, and in further promoting the special object for which it was organized.

The commercial business of the Port continues to show a marked increase. The tonnage of foreign vessels cleared for foreign ports for the year ending December 31st, 1892, was 1,255,259 tons, a material increase over 1891, and more than fifty per cent. of the transient steamers arriving at the Port were loaded here with full outward cargoes, the largest percentage for years.

The grain exports for the year ending December 31st, 1892, shows a material increase over 1891. Still the percentage of the business done by Philadelphia is only seventeen per cent. of the total exports of grain from the Atlantic Coast Ports.

In petroleum, the Port claimed a larger percentage of the total shipments, say 38.04% for 1892, as against 34.59% for 1891.

The value of exports and imports from the Port for the calendar year ending December 31st, 1892, was the largest on record, indicating \$60,274,024 as the value of exports, and \$63,277,781 as the value of imports. The arrivals at Delaware Breakwater for orders in 1892 were 486, showing the continued importance of this Harbor as a Port of call.

Some of the more important questions that have claimed the attention of your Board during the year were:

Port Charges on Sugar-laden Vessels.

In continuation of the work accomplished in this direction, and referred to in the last Annual Report, the Board has great pleasure in stating that the negotiations with the sugar refiners and importers of Philadelphia were brought to a successful and satisfactory termination last June, and Circular S, No. 3 (**Appendix A.**) was issued and printed by order of the Board for the information of members and others interested in the sugar trade.

Dumping Mud, etc., in the Channels of the Delaware River.

A special committee was appointed to co-operate with the United States Engineer in charge of the district to prevent illegal dumping of mud and other refuse in the channels of the Delaware river, which has been the subject of frequent complaints, with power to assist the United States Engineer to prosecute the offenders. It is hoped by this means to deter those in charge of scows from pursuing a practice so detrimental to the port.

Steamship Service between Philadelphia and Savannah.

Early in the year the attention of the Exchange was drawn to an effort being made by the Trades' League of Philadelphia looking to increased steamship facilities between this port and Savannah, Ga., and a resolution was adopted favoring the same. (**Appendix B.**)

Philadelphia Transportation Bureau.

By invitation of the Manufacturers' Club, members of your Board attended a meeting at the Club in October last, to hear an address by Mr. E. P. Wilson, of Cincinnati, on the practical working of a freight and transportation bureau successfully established in that city, at which time our Exchange was requested to appoint a committee of two to form part of a joint committee to consider the formation of a similar bureau in Philadelphia. The matter was duly considered by the joint committee, and while some of the members strongly favored the plan as outlined by Mr. Wilson, it was deemed by the majority expedient to postpone for the present its adoption.

Fire and Light at Oil Wharves.

The attention of the Board having been drawn to the suffering of the crews of Vessels lying at the Oil Wharves during the winter, owing to the regulation forbidding fires and lights on board, a committee appointed in January to inquire into the subject has made some progress, and it is hoped will soon be ready to make a satisfactory report.

Winter Load Line.

The attention of the Board having been drawn to the provision of the British Board of Trade Load Line Rules, requiring British vessels loading in winter at ports "North of, and including Baltimore," to use the North Atlantic Winter Load Line, a communication was addressed to the British Board of Trade, asking that the Geographical limit be changed to "North of Hatteras." Some correspondence ensued and the Rule was eventually modified, making the geographical limit apply to ports "the entrance to which from the sea, or the entrance from the sea to the estuary or river on which such ports may be situated, is north of 37° 30' north latitude."

Resignation of President Fergusson.

On June 27th, 1892, Alex. C. Fergusson tendered his resignation as President of the Exchange, on account of inability to give the necessary time to the duties of that office. The Board finding that Mr. Fergusson

was unable to reconsider his determination, the resignation was accepted with regret, and a committee appointed to draft a suitable resolution.

(Appendix C.)

Election of President.

On June 30th, 1892, the Board met to elect a successor to Mr. Ferguson as President of the Exchange, and Geo. E. Earnshaw, for several years an active member of the Board, and Chairman of the Pilotage and Navigation Committee, received the unanimous vote of the Board, and was declared duly elected.

Quarantine.

This is a very large subject and has absorbed the continuous attention of your Board since last summer. It may be divided into three heads, viz: National, State and Municipal quarantine.

Each of these quarantines was enforced last summer and fall. The National authorities requiring all vessels to stop at Delaware Breakwater for inspection, the State authorities prohibiting any vessel to cross the boundary line between the States of Delaware and Pennsylvania, unless they had a health certificate from the National quarantine authorities, and the Municipality of Philadelphia enforcing a strict quarantine at the Lazaretto.

(Appendix D.)

National Quarantine.

All vessels were required to stop at the Delaware Breakwater for inspection and treatment by the surgeons of the Marine Hospital service. Vessels that were not in good sanitary condition, and those that came from infected or suspected ports, were thoroughly disinfected, and after being detained a number of days sufficient to allow for the development of any infectious disease that might be on board were then permitted to proceed up the river. Fortunately no case of cholera was found on any of the vessels arriving at the Delaware Breakwater. This was especially fortunate as the Government's plant on Cape Henlopen was at first not adequate for the simultaneous treatment of a large number of cholera patients, and no provision was made for the isolation of suspects. As soon, however, as the threatened invasion of cholera was realized by the Government, active steps were taken and within two months large barracks were erected sufficient to accommodate 850 suspects, and complete arrangements were made for the isolation of cholera patients in tents, so that now if a large passenger vessel were to arrive with cholera on board, the healthy passengers and crew could be comfortably housed on shore, and the cholera patients treated where they would be entirely isolated from the suspects. On February 15th, 1893, a

National Quarantine Law (page 100) was approved by the President which largely increases the powers and resources of the Marine Hospital service, enabling that branch of the National Government to supersede any local or State quarantine which it deems insufficient, and making a provision which is perhaps our most valuable and effective protection against introduction of disease, in virtue of which all passengers from suspected or infected places will be placed five days in observation at the port of embarkation, and their baggage be disinfected before shipment, both under the supervision of a surgeon of the United States Marine Hospital service.

Reedy Island.

It having been amply demonstrated by last year's experience that Delaware Breakwater is too exposed a situation for boarding vessels with regularity and despatch, the Marine Hospital Service, at the urgent request of the Exchange, decided to establish and equip a Station at Reedy Island, provided with the most modern and improved appliances for boarding and disinfecting vessels. All inward bound vessels free from sickness which have had no disease on board during the voyage, will be allowed to proceed direct to Reedy Island, thus avoiding unnecessary and costly delay at Delaware Breakwater. Infected vessels will have to stop and be treated at Delaware Breakwater, as before; and should one by chance proceed direct to Reedy Island, it will be at once returned to the Breakwater. It is expected that Reedy Island Station will be fully equipped within two months.

State Quarantine and Municipal Quarantine.

State and Municipal Quarantine have been operated jointly. While the Lazaretto Physician and Quarantine Master are both State officers, they are required by law to act under the supervision of the Philadelphia Board of Health. This has proved a most unsatisfactory arrangement, giving rise to jealousies and conflicts of authority which have been most harassing to the commerce of this port. After the Lazaretto Station was closed by the heavy ice in the river, the Port Physician, who is also a State officer, and also works under the direction of the Board of Health, took charge of the local quarantine, and owing to the absence of proper disinfecting appliances has subjected passengers arriving at this port to great hardships. The delays to incoming vessels of all kinds owing to the difficulty in finding the Port Physician have proved a great burden to commerce which might have been avoided altogether had the law provided for the appointment of an Assistant Physician. Legislation is now pending, (page 93) highly recommended by this Exchange and other commercial bodies, looking to the amendment of

the obsolete health laws of 1818, abolishing Municipal Maritime quarantine, and giving the Governor power to suspend the State Quarantine in whole or in part whenever he is satisfied that the Federal Quarantine is complete and ample to protect the health of this commonwealth. This provision, if enacted into law, will prevent a second detention of vessels after they have passed the modern and scientific quarantine now being established by the Government.

Harbor Improvements.

REMOVAL OF SMITH AND WINDMILL AND PART OF PETTY'S ISLANDS AND ADJACENT SHOALS.

The progress made in connection with the above most important work for the improvement of Philadelphia Harbor has, during the past year, been of the most unsatisfactory character. The contractor who undertook to dredge the Islands signally failed to make any material progress with the work, although granted several extensions. Eventually, readVERTISEMENTS were made by the United States Engineer for proposals to remove the Islands, which were promptly responded to by bids; but complications have arisen in connection with acceptance of any of the tenders, in consequence of which, up to the present time, further delays appear almost inevitable. Everything that the Engineer Department and the United States Engineer in charge could do, to facilitate the needed improvements, has been earnestly and intelligently put forward, but the unusual position is presented at the present time of very considerable appropriations aggregating over one million of dollars (\$1,000,000) being available for the work, while the Government is, and practically has been for the past two years, without a responsible bidder assigned to the work of digging out the Islands.

The foregoing deplorable condition of affairs is all the more to be regretted as many improvements are held in abeyance pending the advancement of the Harbor Lines, while the natural impetus is wanting which improvements of any considerable portion of the water front would furnish in other directions.

It is only fair to state that the Maritime Exchange, in conjunction with the other Commercial Organizations, has been unceasing by individual and joint efforts in endeavoring to push forward the removal of the Islands by every legitimate expedient that was presented, but, so far, without substantial results, in the way of overcoming the complications which have arisen owing to the offers of more or less irresponsible bidders that have come forward and offered to undertake the performance of the work.
(Appendix E.)

The improvement of the channels, the removal of shoals or other obstructions and the changes in Distinguishing Lights in the Delaware and Schuylkill Rivers have claimed the constant and earnest attention of your Board.

Oil Painting of the late President of the Exchange, Mr. Wm. Brockie, for the Exchange Room.

Upon the recommendation of the President of the Exchange, a popular subscription among the members of the Exchange was authorized in November last to provide for the hanging in the main room of the Exchange of an oil painting of the late Wm. Brockie, President of the Exchange from its organization in 1875 until his death in 1890, as a tribute to his memory and services. Under auspices of the Executive Committee, a subscription book was prepared and submitted to each member of the Exchange, and a suitable sum was obtained, which enabled the intentions of the Board to be duly carried into effect in a most satisfactory manner. The unveiling of the portrait was appropriately arranged for the day of the Annual Meeting, and will take place at the close of this meeting. The services rendered to this Exchange by Wm. Brockie are too well known to the members to need further elaboration in this report. (See Frontispiece.)

Portraits of Ex-Presidents for the Board Room.

It being appropriate that the memory of our ex-Presidents should be perpetuated, crayon portraits of the late Wm. Brockie, President from 1875 to 1890, and of Alex. C. Fergusson, from 1890 to 1892, have been provided and displayed on the walls of the Board room of the Exchange.

Revision of By-Laws and Floor Regulations.

Upon the recommendation of the President of the Exchange, your Board in December last undertook the revision of the by-laws of the Exchange, the most important changes made being a provision for the classification of Directors, the election of officers by the Board of Directors, and voting by proxy. Though the latter was prohibited by the former by-laws, it is allowed by the laws of the State, and it was therefore thought better to make the by-laws conform to the State laws. The revised by-laws were duly adopted by the members of the Exchange, at a special meeting held December 22nd, 1892. On February 9th, 1893, floor regulations were submitted by the Floor and Library Committee, and approved by the Board of Directors. (Page 28).

Extra Telephone.

One instrument being found totally inadequate for the service of the Exchange, on recommendation of the Room Committee a second telephone was placed in the Main Rooms about six months ago. This has greatly facilitated the work of the Exchange, and virtually gives the uninterrupted use of one telephone to the members of the Exchange. Being of the latest improved type, it can be used to converse with other cities on payment of the usual long-distance tolls.

Increased Contributions.

The Board has great pleasure in reporting that last summer the Wm. Cramp & Sons Ship and Engine Building Co., without solicitation, increased their annual subscription from \$30.00 to \$250.00 per annum. This spontaneous and generous recognition of the usefulness of the Exchange is most gratifying, and the Board trusts that their liberal action will be imitated by others.

Spencer C. McCorkle.

The assignment of this valued friend, and honorary member of the Exchange, to duty at Washington, D. C., on November 1st, 1892, was much regretted, and the Board of Trade and the Commercial Exchange joined with this Exchange in adopting a minute expressive of appreciation of his long and valuable services in this vicinity in connection with the work of the United States Coast and Geodetic Survey. (**Appendix F.**)

City Ice Boats.

The exceptionally good work done last winter by the City Ice Boats, seeming to deserve special commendation, a resolution was adopted on February 27th, 1893, to that effect.

Coal Trade—Export and Coastwise.

This branch of our commerce continues to show a favorable increase, particularly in the tonnage exported. (See page 62)

The marked increase in the quantity supplied for bunkers shows the adaptability of the coals shipped at this port as a steamship fuel.

The coastwise shipments are still an important factor in the trade of the port.

Reporting Stations of the Philadelphia Maritime Exchange.

DELAWARE BREAKWATER—LEWES, DELAWARE—NEW CASTLE, DELAWARE,
AND THURLOW, PENNSYLVANIA.

The work of the several Stations is being conducted in a generally efficient and satisfactory manner. Some changes are in contemplation in

connection with the character of the Lewes, Delaware, Station, forced upon our attention by offers of two Departments of the United States Government for advantageous connections for procuring and distributing important maritime news.

Our service at Delaware Breakwater was interrupted for a considerable period last winter by reason of parting of cable connection between stone pile and main land. With a view to prevent, as far as practicable, a repetition of a protracted interruption between Breakwater and the shore, by breaking of cable, a second cable has been procured and placed in position, and so soon as weather will admit, the old cable will be recovered, reconditioned and held ready to be used in similar emergencies.

It is in contemplation to remove Thurlow Reporting Station to Marcus Hook, the latter being the centre of active commercial interests, and in closer proximity to Marcus Hook Ice Piers, which facilities are availed of by many vessels during the year.

If the change is made, accommodations for use of the Exchange at Marcus Hook will be furnished without cost to the Exchange.

We also have under consideration the establishment of a Reporting Station at Reedy Island, in conjunction with the installation by the United States Marine Hospital Service at said place of a Quarantine Boarding and Disinfecting Station.

The employees of the several Stations have shown active interest in their duties and the business of the Exchange entrusted to their care.

Death of Mr. Lars Westergaard.

The Exchange learned with deep regret of the death, on the 13th inst., of its Treasurer, Mr. Lars Westergaard, who was one of the organizers of the Exchange in 1875, and who has been a member of the Board of Directors ever since that date.

The Board of Directors held a special meeting on the 15th inst., passed appropriate resolutions (**Appendix G.**), and appointed a delegation to represent the Exchange at the funeral, consisting of

MR. GEO. E. EARNSHAW, *President*,
MR. ALEX. C. FERGUSON, *Ex-President*,
MR. PHILIP FITZPATRICK, *Vice-President*,
MR. E. R. SHARWOOD, *Secretary*,
MR. FRANK L. NEALL, a colleague of Mr.
Westergaard's on the first Board of
Directors.

Senate Bill No. 1755.

Your Board protested against the passage of Senate Bill No. 1755, entitled "A Bill to amend certain sections of Title Fifty-two of the Revised Statutes of the United States, and to carry into effect certain recommendations of the United States Delegates to the International Marine Conference." The provisions of this Bill dealt with the manufacture of boilers for the use of steam vessels, the examination for licensing engineers, the proposed examination of Masters, Mates and Pilots, and placed the administration of the regulations required by the law in the hands of a Board of Supervising Inspectors without any appellate body being provided for. (**Appendix H.**)

Ocean Bills of Lading.

An act known as the "Harter Bill," relating to navigation of vessels, Bills of Lading, and to certain obligations, duties and rights in connection with the carrying of property, approved February 13th, 1893, is printed for the information of members. (**Appendix I.**)

GEO. E. EARNSHAW,
President.

PHILADELPHIA, April 20th, 1893.

Isaac Hough, Treasurer, pro tem., in account with The Philadelphia Maritime Exchange.

<i>Dr.</i>		<i>Cr.</i>	
1892.		1893.	
April 1, To Balance on hand.....	\$3,552 66	March 31. By Expenses, Philadelphia Office and sundry accounts	\$13,468 30
To Receipts from Annual Dues, Subscriptions, etc., for the year ending March 31, 1893	16,298 70	" " Delaware Breakwater and Lewes Stations.....	3,091 29
	<u>\$19,851 36</u>	" " New Castle Station	816 35
		" " Thurlow and Quarantine Stations.....	705 75
		" " New York and Baltimore....	542 11
		" Balance.....	1,227 56
			<u>\$19,851 36</u>
			ISAAC HOUGH, <i>Treasurer, pro tem.</i>

We, the undersigned, certify that we have examined the Books of the Exchange, and find the above Statement correct.

ISAAC HOUGH, }
FRANK G. ROGERS, } *Finance Committee.*

Philadelphia, April 20, 1893.

CHARTER

OF

The Philadelphia Maritime Exchange.

BE IT REMEMBERED, that the subscribers, with their associates, having associated themselves together for the purpose of forming a Maritime Exchange, and being desirous of becoming incorporated agreeably to the provisions of the Act of General Assembly of the Commonwealth of Pennsylvania entitled "An Act to provide for the Incorporation and regulation of Certain Corporations," approved the 29th day of April, A. D. 1874, and its supplements, do hereby declare, set forth and certify the following to be the objects, articles and conditions of their said association for and upon which they desire to be incorporated:

1. The name of the Corporation shall be "THE PHILADELPHIA MARITIME EXCHANGE."

2. The objects of the Corporation shall be to provide and regulate a suitable room or rooms for a Maritime Exchange, to acquire, preserve and disseminate all maritime and other business information, and to do such other and lawful acts as will tend to promote and encourage the trade and commerce of the Port of Philadelphia.

3. This charter shall be perpetual.

4. The number of directors shall be nineteen, and those chosen to act for the first year are, William Brockie, *President*; Philip Fitzpatrick, *Vice-President*; John F. Craig, *Treasurer*; Lars Westergaard, Frank L. Neall, Edward K. Stevenson, Walter F. Hagar, John M. Smiley, Samuel Castner, Fred. W. Taylor, John H. Catherwood, Jose de Bessa Guimaraes, Edward W. Barker, Thomas M. Beels, Charles Gibbons, Jr., Theo. Frothingham, Isaac Hough, William A. Platt, all of the City of Philadelphia; and David S. Stetson, of Merchantville, in the State of New Jersey.

5. The Corporation has no capital stock.

6. The Corporation may fix by by-laws the requisites of membership and the time and manner of election thereto, and the amount and time of payment of the fees and dues thereof, and it may increase and diminish the same at pleasure; and all persons who may be elected to membership, in

the manner provided by the said by-laws, may become members upon payment to the Treasurer of the fees and dues as prescribed by the said by-laws.

7. The Corporation may and shall have power to make such by-laws, not in conflict with the laws of this Commonwealth or the laws of the United States, as it may deem suitable for its government, and the same to alter, amend, add to, and repeal at its pleasure; and to adopt a common seal, and to alter the same, and in its corporate name to have perpetual succession; to sue and be sued; plead and be impleaded; defend and be defended; and to purchase, lease, and acquire such real estate and other property as may be necessary for the purpose of carrying into effect the objects for which they are incorporated, and to enjoy and possess all the privileges and rights conferred upon them by the said Act of Assembly and its several supplements.

In Testimony Whereof, We have hereunto set our hands and affixed our seals, this thirty-first day of March, A. D. 1882.

(Signed) WM. BROCKIE,

" THEODORE FROTHINGHAM,

" JOSE DE BESSA GUIMARAES,

" LARS WESTERGAARD,

" EDMUND D. SMITH,

" E. W. BARKER,

" SAM'L. CASTNER,

" FRANK L. NEALL,

(Signed) ISAAC HOUGH,

" JOHN M. SMILEY,

" EDWARD K. STEVENSON,

" FRED. W. TAYLOR,

" D. S. STETSON,

" PHILIP FITZPATRICK,

" CHARLES GIBBONS, JR.,

" WALTER F. HAGAR.

STATE OF PENNSYLVANIA,
CITY AND COUNTY OF PHILADELPHIA.

Before me, the subscriber, Recorder of Deeds for the County of Philadelphia, personally appeared William Brockie, Walter F. Hagar and Charles Gibbons, Jr., three of the subscribers to the above and foregoing certificate of incorporation of the Philadelphia Maritime Exchange, and in due form of law acknowledged the same to be their act and deed.

Witness my hand and official seal, this thirty-first day of March, A. D. 1882.

(Signed) JOS. K. FLETCHER,

Deputy Recorder of Deeds.

IN THE COURT OF COMMON PLEAS No. 3, FOR THE COUNTY OF
PHILADELPHIA.

Of December Term, 1881. No. 391.

Notice is hereby given that an application will be made in the Court of Common Pleas No. 3, for the City and County of Philadelphia (as of December term, 1881, No. 391) on Saturday, March 25th, A. D. 1882, under the Act of Assembly of the Commonwealth of Pennsylvania, entitled "An Act to provide for the Incorporation and Regulation of Certain Corporations," approved April 29th, 1874, and the supplements thereto, for the charter of an intended corporation to be called "The Philadelphia Maritime Exchange," the character and object of which shall be to provide and regulate a suitable room or rooms for a Maritime Exchange, to acquire, preserve, and disseminate all maritime and other business information, and to do such other and needful acts as will tend to promote and encourage the trade and commerce of the Port of Philadelphia; and for these purposes to have, possess, and enjoy all the rights, benefits and privileges conferred by said Act of Assembly and its supplements.

(Signed) CHARLES GIBBONS, JR.,
Solicitor.

Walter F. Hagar, being duly sworn according to law, says that the above advertisement has been published for three weeks in the *Press* and *North American*, two newspapers of general circulation printed in the county of Philadelphia, and has also been published for three weeks in the *Legal Intelligencer*; and further, that three of the subscribers to the said charter herewith presented, namely, Philip Fitzpatrick, Edmund D. Smith and Theodore Frothingham, are citizens of the Commonwealth of Pennsylvania.

(Signed) WALTER F. HAGAR.

Sworn and subscribed to before me, this thirty-first day of March, A. D. 1882.

(Signed) JOS. K. FLETCHER,
Deputy Recorder of Deeds.

DECREE.

IN THE COURT OF COMMON PLEAS, NO. 3, FOR THE COUNTY OF
PHILADELPHIA.

Of December Term, 1881. No. 391.

And now this thirty-first day of March, 1882, the within charter and certificate of incorporation having been presented to me, a Law Judge of the said county, accompanied by due proof of publication of the notice of this application as required by the Act of Assembly and Rule of this Court in such case made and provided, I certify that I have examined and perused the said writing and have found the same to be in proper form and within the purposes named in the first-class, specified in section second of a supplement (passed the seventeenth day of April, 1876), to the Act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An Act to provide for the Incorporation and Regulation of Certain Corporations," approved April 29th, 1874, and the same appearing to be lawful and not injurious to the community, I do hereby, on motion of Charles Gibbons, Jr., Esq., on behalf of the petitioners, order and direct that the said charter of The Philadelphia Maritime Exchange aforesaid be and the same is hereby approved; and that upon recording of the same, and of this order, the subscribers thereto and their associates shall be a Corporation by the name of The Philadelphia Maritime Exchange, for the purposes and upon the terms therein stated.

(Signed) THOS. K. FINLETTER.

(Signed) CHARLES GIBBONS, JR.,
Solicitor.

ENDORSEMENT.

Recorded in the office for the Recording of Deeds, in and for the city and county of Philadelphia, in Charter-book, No. 6, page 398,001.

Witness my hand and seal of office, this thirtv-first day of March, A. D.
1882.



(Signed) JOHN O'DONNEL,
Recorder of Deeds.

BY-LAWS.

OF

The Philadelphia Maritime Exchange.

Adopted December 22, 1892.

Article I.

Section 1. There shall be an annual meeting of the Exchange between the hours of 12 o'clock M. and 3 o'clock P. M., on the Thursday preceding the fourth Monday in April; but when such day shall fall on a holiday, the meeting shall be held on the preceding business day. On the same day the Exchange shall enter into an election for directors in the manner hereafter provided for.

Section 2. The Directors elected at the annual election held in the year 1893 shall choose by lot seven of their number to serve for the period of three years, six for the period of two years, and six for the period of one year, and thereafter at each succeeding annual election, and in the same order, a class of Directors shall be elected to serve for three years.

Section 3. The election shall be conducted by a Judge and two Tellers appointed by the Board of Directors from the members of the Exchange, who shall be entitled to such compensation for their services as the Board may prescribe.

Section 4. All elections shall be by ballot, and every member in good standing shall be entitled to vote in person or by proxy, and may cast the whole number of his votes for one candidate or distribute them upon two or more candidates as he may prefer, and firms consisting of two or more persons shall only be entitled to one vote for each certificate of membership; and the candidate or candidates receiving the plurality of votes cast by the members voting shall be declared elected.

Section 5. The polls shall be opened for the annual election at 12 o'clock M. and remain open until 3 P. M., at which latter hour the voting shall cease, and the Judge and Tellers shall thereupon count the votes as cast, and notify the Secretary of the result, who shall immediately post the same on the bulletin board of the Exchange.

At the Annual Meeting the order of business shall be as follows :

1. Selection of Chairman.
2. Report of the Board of Directors.
3. Report of the Treasurer.
4. Deferred and new business.

Section 6. At the regular meeting of the Board of Directors succeeding the Annual Election, the Board shall elect one of their number as President, one as Vice-President, and one as Treasurer, who shall serve for the ensuing year and hold office until their successors are duly elected and qualified. Should no quorum of the Board be present at such meeting, the election shall be held at the first meeting at which a quorum is present.

Section 7. The President, upon the written request of fifteen members, shall call special meetings of the Exchange. This request shall state explicitly the object of such meeting, and no other business shall be transacted thereat. Notice of all special meetings, including the objects for which such meetings are called, shall be conspicuously posted on the bulletin board of the Exchange at least forty-eight hours prior to the convening of any such meeting, and notice mailed to the last recorded address of each member at least three days prior thereto.

Section 8. At all meetings of the Exchange twenty members shall constitute a quorum for the transaction of business.

Section 9. At the request of ten members, the yeas and nays of those present and voting shall be recorded.

Section 10. Cushing's Manual shall be the authority on all questions of parliamentary usage arising at the meetings of the Exchange, its Board, or of its Committees.

Article II.

Section 1. It shall be the duty of the President to preside at all meetings of the Board of Directors and all special meetings of the Exchange.

Section 2. He shall appoint all committees, unless otherwise directed by the Board or by the Exchange, and be *ex-officio* a member of the same.

Section 3. He shall from time to time communicate to the Exchange, or to the Board of Directors, or any committee thereof, such matters as in his opinion will tend to advance the interests of the Exchange.

Section 4. He shall take charge of all bonds of suretyship given by officers or employees of the Exchange, and do all other acts properly belonging to the executive officer of a corporation.

Article III.

In case of the death or absence of the President, or of his inability from any cause to act, the Vice-President shall perform the duties of the President; and in case of the absence of both President and Vice-President, then the Board of Directors shall appoint one of their number to perform the duties of President for the time being.

Article IV.

The Secretary shall keep a record of the proceedings of the Board of Directors, and all meetings of the Exchange; and shall, under the direction of the Board of Directors, have charge of the office and clerical staff, and of the detail work of the Board, and of the various standing and special committees thereof, keeping and preserving in an orderly and systematic manner all books and documents, so that they shall at all times be accessible and convenient for reference. He shall have the custody of the corporate seal of the Exchange, which he shall affix to all documents directed to be executed by the Board. He shall collect and pay over to the Treasurer all moneys due the Exchange for assessments, fine, fees or otherwise. He shall, under the supervision of the Floor and Library Committee, have charge of the Exchange Rooms, and shall cause them to be properly heated cleaned, ventilated and kept in order and repair. He shall have charge of the bulletins of the Exchange, and shall cause all information, statistics and notices pertaining to the business of the Exchange to be posted thereon in a correct, neat and orderly manner. He shall, with the advice and consent of the Board of Directors, appoint such assistants as he may deem necessary to aid him in the performance of his duties, and with a view to the greatest economy consistent with efficient service, shall organize them in separate departments, for the proper workings of each, and for all of which he shall be held responsible. He shall perform such other duties incident to his office as may from time to time be required of him by the Board.

Article V.

The Treasurer shall give bonds for the faithful performance of his duties, with approved sureties for such amount as the Board may, from time to time, determine, or as may be prescribed by law. He shall have the custody of all sums due to the Exchange, and upon the order of the Board of Directors, shall invest, deposit and disburse the same. He shall not pay out any of the funds of the Exchange unless authorized by the Board. All disbursements shall be made by checks signed by him and countersigned by the President. He shall keep regular books of account,

and carefully preserve all vouchers for the payment of money, and all bonds and securities representing investments belonging to the Exchange. He shall render a monthly account at each regular meeting of the Board of Directors, and an annual report to the Exchange at the annual meeting thereof, which report shall be audited and approved by the Finance Committee before presentation.

The funds, books, vouchers and securities in his hands shall, at all times, be under the supervision of the Board of Directors, and subject to its inspection and control; and at the expiration of his term of office, he shall transfer all funds, books and other property of the Exchange in his possession to his successor.

Article VI.

Section 1. The Board of Directors shall hold regular meetings on the fourth Monday of each month, except July and August; but when such day shall fall on a holiday, the meeting shall be held on the first business day thereafter.

Section 2. Special meetings shall be called by order of the President, or at the written request of three directors, twenty-four hours' notice being given, and the object of the meeting being stated in the call, and no other business shall be transacted.

Section 3. Ten members shall constitute a quorum for the transaction of business.

Section 4. The Board shall have the general management, care and supervision of all the property and interests of the Exchange, and shall consider and report at the annual meeting upon all subjects that may require the action of the Exchange, and shall also consider and report upon all matters which the Exchange may specially refer to it.

Section 5. It shall appoint a Secretary, who shall hold office at the pleasure of the Board.

It shall also appoint, from time to time, a Solicitor, an Assistant Secretary, or other officers and such special committees as it may deem necessary for the purposes of the Exchange.

Section 6. If any member of the Board of Directors shall be absent from three consecutive stated meetings of the Board without a valid excuse made in writing to the President, it shall be the duty of the Secretary to report the fact to the Board and the President shall thereupon put the question to the Board whether the seat of such Director shall or shall not be declared vacant.

All vacancies in office, arising from any cause whatsoever, shall be filled by the Board at any regular meeting, or at any special meeting called for the purpose.

The election for supplying the vacancy shall be by ballot.

Section 7. The following committees shall be standing committees of the Board:

1. *A Finance Committee, to consist of three members.* They shall have the general supervision of the accounts and finances of the Exchange, subject to the direction of the Board. They shall approve all bills, and every three months audit the accounts of the Treasurer and report the same to the Board. Before the payment of any bill, it shall be marked "Approved," and the approval thereof signed by the chairman of the committee.

2. *A Floor and Library Committee, to consist of three members.* They shall have general supervision of the floor of the Exchange, shall see that proper order is observed and that the Regulations of the Exchange as affecting the rooms are enforced. They shall have charge of the Board Room, Library and Records of the Exchange and power to adopt Regulations, subject to the approval of the Board, for the preservation of order upon the floor and for the use of the Library and Records. They shall have the selection and supervision of the newspapers, furniture and charts, and shall see that the Regulations they adopt are exhibited in a conspicuous position.

3. *A Harbor, Pilotage and Station Committee, to consist of five members.* They shall have general supervision of subjects relating to the harbor, river, bay and adjacent waters, and all subjects relating to pilotage and reporting stations.

4. *A Commerce and Transportation Committee, to consist of five members.* They shall have general supervision of all matters concerning commerce and transportation.

5. *A Membership Committee, to consist of three members.* All proposals for membership shall be submitted in writing to this Committee, for consideration, and they shall report thereon to the Board.

6. *An Executive Committee, to consist of the Chairman of the various standing committees of the Board,* of which committee the President of the Exchange shall be chairman. They shall consider all questions referred to them by the Board, and shall make such suggestions as they may deem advisable for the interests of the Exchange, and, subject to the orders of the Board, carry into effect any matter that may be referred.

Section 8. Reports of committees shall be made in writing to the Board of Directors at each stated meeting of the Board, and signed by a majority of each committee. Minority reports may be submitted.

Section 9. Vacancies that occur in any of the committees shall be filled by the President.

Section 10. A majority of any committee shall constitute a quorum for the transaction of business.

Article VII.

Section 1. The name of any reputable person or business firm, on the proposal of one member, endorsed by another, shall, if approved by the Committee on Membership, be presented to the Board of Directors for membership, and the said Board may proceed to an election. Three black balls shall defeat the election of the applicant. Newly elected members shall, within thirty days after their election, pay to the Secretary of the Exchange the initiation or transfer fee prescribed, and also the *pro rata* dues for the fiscal year. Upon the payment of these fees and dues, it shall be the duty of the Secretary to cause to be issued or transferred to the newly elected member a certificate of membership, which certificate of membership shall entitle the holder thereof to all the privileges of the Exchange, subject to the By-Laws and regulations thereof. The said certificates of membership, provided all dues assessed thereon shall have been paid, shall be transferable on the books of the Exchange, upon the payment of a transfer fee of Five Dollars to the Exchange, provided the transferee thereof shall have been regularly elected a member of the Exchange, as provided for in the case of original applicants.

Section 2. Upon the transfer of any certificate as aforesaid, the transferrer shall surrender and forfeit all his rights and privileges in and to the benefits and property of the Exchange, and all the said privileges shall inure to the transferee upon his complying with the requirements of membership. He shall then be a member of the Exchange and owner of the said certificate.

Section 3. Newly elected members shall either pay to the Secretary within the time hereinbefore specified an initiation fee of Twenty Dollars, and Certificates of Membership shall thereupon be issued to all such members; or else present a Certificate of Membership for transfer and pay the transfer fee of five dollars. An annual tax, to be fixed each year by the Board, shall be paid by all members of the Exchange within sixty days after the same shall fall due, and any member who shall be in arrears for six months shall be considered as in bad standing and deprived of admission to the floor and all of the rights and privileges of membership, and the Board of Directors shall have the power by resolution to cancel his certificate of membership.

Section 4. Business firms shall be treated as individual members. Each partner shall have all the privileges and benefits of the Exchange,

except that the vote of the firm shall be counted as "one," and no individual member thereof shall vote in his own name unless he himself holds an individual certificate of membership.

Section 5. One Clerk's card of admission to the floor shall be issued to an individual member or firm member free of charge, upon proper application to the Secretary, and subject to the By-Laws and regulations. Additional clerks' cards of admission may be issued for the use of members' clerks upon the payment of an annual fee to be fixed by the Board for each additional card so issued.

Section 6. Any violation of the By-Laws, or regulations, or any ungentlemanly or dishonorable conduct on the part of a member, shall subject him to public expulsion, and the Board of Directors, upon a two-thirds vote, shall have full power to expel or suspend any member for cause.

Upon the death of a member, the certificate of membership shall descend to his legal representative, who may dispose of the same, subject to the approval of the Board.

Article VIII.

Section 1. Any members of the Exchange having business disputes with each other, may submit the same to arbitration as hereinafter provided.

Section 2. Each party to the dispute shall select an Arbitrator, and the Arbitrators so chosen shall elect an Umpire, who shall preside at all meetings of the arbitration. All Arbitrators and Umpires must be members of the Exchange.

Section 3. The decision of a majority of the Arbitrators shall be final and binding on all parties to the arbitration.

Section 4. The parties electing to arbitrate shall file with the Secretary of the Exchange a notification to that effect, together with a general statement of the case on which arbitration is desired. On receipt of this notification, the Secretary shall notify both parties, their Arbitrators and the Umpire, appointing a time (not later than ten days after the receipt of the original notice by him) and place, when and where the case shall be heard. In event of either party not attending on the appointed day, unless they shall present a sufficient written reason, in the Umpire's opinion, for their not doing so, the case shall be heard by the Arbitrators, and judgment rendered in accordance with their decision.

Section 5. No transfer of any certificate of membership shall be made pending an arbitration in which the holder thereof is a party.

Section 6. The Secretary shall submit the following oath to each Arbitrator and Umpire before the presentation of the case: "You do swear (or affirm) that you will faithfully hear and examine the matter in contro-

versy to be submitted before you, and make a just award therein, according to the best of your understanding, so help you God" ("and so you do affirm").

Section 7. All witnesses called to testify before the Arbitrators shall be first sworn or affirmed by the Secretary as follows: "You do swear that the evidence you shall give in the matter now before the Arbitrators shall be the truth, the whole truth, and nothing but the truth, so help you God;" or, "You do solemnly, sincerely and truly declare and affirm that the evidence you shall give in the matter now before the Arbitrators shall be the truth, the whole truth, and nothing but the truth, and so you affirm."

The testimony of each witness shall be reduced to writing, signed at the end thereof by the witness, and attested by the Secretary.

Section 8. The Secretary, or a substitute appointed by the Arbitrators, shall act as clerk of the Arbitration Committee, and shall see that the proper forms, as provided for herein, are faithfully carried out by all concerned—that the proceedings of the Arbitrators are recorded in a book to be kept for that purpose, in which shall be entered a summary of each controversy submitted for arbitration, the award made thereon, and the ground for such award. Said book shall be the property of the Exchange.

Section 9. The Secretary and each of the arbitrators shall be entitled to a fee of Five Dollars in cases involving Two Hundred and Fifty Dollars or less, and a fee of Ten Dollars in cases involving an amount over Two Hundred and Fifty Dollars, for each and every sitting. These fees and the necessary expenses incident to taking testimony shall be paid by the unsuccessful party, unless otherwise ordered by the Arbitrators.

Section 10. Prior to the hearing of any cause, the Secretary shall require the disputing parties to sign an agreement in writing expressing their willingness to submit their case to arbitration, and to be bound by the Arbitrators' decision, and that the submission be made a rule of court. Such agreement shall state in terms sufficiently particular to fully express, limit, and identify the subject-matter, or matters submitted, and the names of the Arbitrators chosen, and shall authorize the Arbitrators to impose upon the losing party the award which, in their opinion, may be proper, together with the payment of the fees above provided for.

Article IX.

These By-Laws may be amended by the majority present at any meeting of the members of the Exchange, provided that such amendment shall have been submitted to the Board of Directors at least thirty days previous to the said meeting, and that at least five days' notice of the proposed amendment shall have been mailed to the last recorded address of each member as appears by the Secretary's book.

FLOOR REGULATIONS

OF

The Philadelphia Maritime Exchange

Approved by the Board of Directors, 9th February, 1893.

1. No one shall cut, mark, injure, or remove any book, paper, or article of furniture belonging to the Exchange.

2. No one shall alter, erase, or remove any matter posted upon any bulletin or in any record book.

3. No one shall post any notice, call, or information upon the walls or bulletin-boards without authority from the Secretary and the approval of the Floor and Library Committee.

4. No shipmaster or visitor, extended the privilege of the floor, shall transact business in the Exchange except through a member thereof.

5. If any member, or his authorized representative, shall be guilty of ungentlemanly behavior or improper conduct while upon the floor or in any of the rooms of the Exchange, or shall violate any of the regulations, it shall be the duty of the Floor and Library Committee, upon the receipt of written complaint thereof from a member or employee of the Exchange, to investigate the charges, and if they are sustained, it shall be the duty of the Committee to report to the Board of Directors, who shall have the right to impose upon the offender such fine as may be agreed upon by a two-thirds' vote, but not exceeding twenty-five dollars (\$25). The failure to pay the fine within five (5) days shall subject the party in default to suspension by the Board of Directors.

A suspended member, after the payment of his fine, may be reinstated by a two-thirds' vote of the Directors present at any regular meeting thereof.

6. In case of a second offense the offender may be fined not exceeding one hundred dollars (\$100), or suspended, or expelled by a two-thirds' vote of the Directors present at any regular meeting thereof.

7. "Any violation of the By-Laws or regulations, or any ungentlemanly or dishonorable conduct on the part of a member, shall subject him to public expulsion, and the Board of Directors, upon a two-thirds' vote, shall have full power to expel or suspend any member for cause."

—Article VII of the By-Laws.

8. "An annual tax to be fixed each year by the Board shall be paid by the members of the Exchange within 60 days after the same shall fall due, and any member who shall be in arrears for six months shall be considered as in bad standing and deprived of admission to the floor and all of the rights and privileges of membership, and the Board of Directors shall have the power by resolution to cancel his certificate of membership."—*Article VII of the By-Laws.*

CARDS OF ADMISSION.

SHIPMASTERS' TICKETS.

Tickets of admission to the floor of the Exchange may be issued to masters of vessels, subject to the discretion of the Floor and Library Committee.

VISITORS' TICKETS.

Non-resident visitors to the Exchange may be introduced by a member in good standing, or his duly accredited representative, on registering his name in a book provided for that purpose; such visitor shall receive a card of admission good for six consecutive days during any one year, which can be renewed only at the discretion of the Floor and Library Committee. Should any person so introduced violate the rules of the Exchange by the transaction of business on the floor, or in any other manner whatsoever, the member introducing such visitor shall be held responsible for such violation.

UNAUTHORIZED USE OF CARD OF ADMISSION.

Any card of admission presented by a person not authorized under the By-Laws of the Exchange to use the same shall be taken up by the Door-keeper, and the person showing such card refused admission to the Exchange.

TEMPORARY TICKETS.

Temporary tickets good until the day of next succeeding regular meeting of the Board of Directors, may be issued to any candidate for membership at the discretion of the Floor and Library Committee on the recommendation of the Membership Committee.

SUBSTITUTE TICKETS.

During the temporary absence of any representative of a member entitled to the use of the exchange, substitute tickets, good for thirty days, may be issued by the Secretary, unless otherwise ordered by the Floor and Library Committee.

COMPLIMENTARY TICKETS.

Complimentary tickets, good for the current year, may be issued as authorized by the Board of Directors from time to time, such tickets to be signed by the President and attested by the Secretary.

LOST TICKETS.

Duplicates may be issued in place of lost tickets, by the same authority and in the same manner as the originals were granted.

CHARGE FOR CLERKS' TICKETS.

"One Clerk's card of admission to the floor shall be issued to an individual member or firm member free of charge, upon proper application to the Secretary, and subject to the By-Laws and regulations. Additional Clerks' cards of admission may be issued for the use of members' clerks upon the payment of an annual fee to be fixed by the Board for each additional card so issued."—*Article VII of the By-Laws.*

The term "clerk" shall be defined as a person in the sole employment of individual or firm members.

Business Hours.

The business hours of the Exchange shall be as follows:

Week-days (Saturdays excepted), from 8 A. M. until 6 P. M.

Saturdays, from 8 A. M. until 4 P. M., except between June 15th and September 15th, when the Exchange will close at noon.

Legal holidays, from 9 to 10 A. M.

All of which are subject to the discretion of the Floor and Library Committee.

RECORDS AND BULLETINS ON FILE IN THE MARITIME EXCHANGE.

Delaware Bay and River News.—Embracing the movements of all classes of Vessels as observed from the Stations of the Exchange in the Bay and River Delaware.

Arrivals—Foreign and Coastwise.—Comprising all arrivals of Vessels at Philadelphia from Foreign and Coastwise Ports.

Clearances—Foreign and Coastwise.—Comprising all clearances of vessels from Philadelphia to Foreign and Coastwise Ports.

Imports.—A complete record of Manifests of Cargoes of all Vessels from Foreign Ports.

Exports.—A complete record of all Manifests of Cargoes of Vessels leaving Philadelphia for Foreign Ports.

Foreign Cable Shipping News.—The movements of Vessels in the American trade at Foreign Ports, *as received by Cable*.

Domestic Shipping News.—The movements of Vessels at American Ports, *other than Philadelphia*.

Disasters and Miscellaneous.—The earliest intelligence procurable respecting Disasters, Detentions and Maritime items of general interest, from all parts of the world.

Charter Book.—Record of Charters made at and from American Ports.

Mail Steamers.—The names of Steamers and hour for closing Outward Mails at Philadelphia and New York; *the hour of sighting* Inward Mail Steamers, with the time their mails will be ready for delivery; changes, detentions, etc.

Financial Reports.—Daily quotations of Exchange in European Monetary Centres, the fluctuations of Bonds, Stocks, Consols, Rentes, etc., on the London Stock Exchange and Paris Bourse, embracing "Governments" and General Securities; Silver quotations; Paris Exchange on London; Specie statements of the Bank of England, Bank of France and the Imperial Bank of Germany, with their current rates of Discount.

Also, similar intelligence from the principal Monetary centres of the United States, including fluctuations in the principal Bonds, Railroad Stocks and Mining Securities; notice of Dividends declared; and Clearing House statements from Boston to San Francisco.

Market Reports.—Embracing the quotations for the day in all the principal Trade Centres of Grain, Petroleum, Cotton, Provisions, and, in fact, all staples for both immediate and future delivery; together with the tone and special features of the Markets, and Rates of Freight by Rail, Steam and Sail, both Inland and Ocean.

Cable Quotations from the principal cities of England, France, Germany and other European Markets, for Grain, Petroleum, Provisions, Cotton, Coffee, etc., in detail; also Foreign Specialties and Freight in various directions, the Coffee Market at Rio Janeiro, and Cuba Sugar Market.

Statistics relating to the Export and Import Trade of the United States.

Distinguishing Day Marks and Night Signals of the different steamship lines.

Light-House Notices, with the latest changes in Lights, Buoys, etc.

Consular Reports from abroad to the Government at Washington.

Weather Report of the United States Weather Bureau.—This is received daily, at about 10.30 A. M. It consists of a detailed statement of the barometer, thermometer, direction and velocity of the wind, and other phenomena as observed at 7 A. M., 75th meridian time, at about eighty stations of the Signal Service. This data is entered on an outline map of the United States, and isobars and isothermal lines are drawn, showing at a glance the meteorological conditions of the whole country. The weather indications of the twenty-four hours commencing at 3 P. M. of the day on which the map is posted are also given. A Coast Bulletin is prepared daily at the exchange, showing the direction and velocity of the wind and the state of the weather at eighteen stations on the Atlantic Coast, from Eastport, Maine, to Key West, Florida, and including the principal Ports in the Gulf of Mexico. In addition to the regular reports, special bulletins received at the United States Weather Bureau in this city are promptly posted. These include Cold Wave warnings, Frost warnings, movements of approaching storms, and other items of interest.

General News.—Embracing items of miscellaneous character, such as Business Failures, Fires, Quarantine and other official notices; important legal decisions in Admiralty, and Press dispatches from all parts of the world.

List of Vessels in Port.—Showing Nationality, rig, tonnage, location, employment, name of master and agent.

Logs.—Abstracts from logs of incoming steamers, showing the character of the weather, etc., experienced during the voyage.

Commercial Circulars in great variety, from the principal ports of the world, domestic and foreign, showing the actual state of trade in detail, by latest mail advices.

Code Books.—Watkins, Scott, A 1, Commercial, A. B. C., and Hunter & Patten.

Books of Reference.—Century Dictionary, Webster's Unabridged Dictionary, Atlases (Foreign and Domestic), London Post Office Directory, Directories of principal American Cities, United States Revised Statutes, Laws of Pennsylvania, Ordinances of City of Philadelphia, Shipping Records (American and Foreign), Port Charges of the World, Gazetteer of the World, Congressional Record, Philadelphia and New York Securities, Reports of United States Engineers on the Harbors of the United States, Navigation laws of the United States, Customs Regulations of the United States, Reports of Maritime and Commercial Bodies, and an extensive Library of other Commercial Works of Reference.

Tide Table for the Port of Philadelphia.

Showing the difference between the time of High Water at Philadelphia (Walnut Street Wharf, Delaware River) and the following places.

The hours and minutes standing against the place in this table are to be added or subtracted from the time of High Water at Philadelphia on any given day, which will give (nearly) the time of High Water at the following points:

(+ signifies ADD; — signifies SUBTRACT.)

DISTANCES.	Distance from Walnut Street Wharf, Philadelphia, in <i>Nautical Miles</i> , to the Following Places, and the Difference in Time of High Water at Each Point.	DIFFERENCE IN TIME.
		H. M.
2½ miles.	Port Richmond Elevator, Philadelphia	+ .08
¾ "	Cooper's Point, New Jersey	+ .11
0 "	Walnut Street Wharf, Philadelphia . . . . .	. . .
1¾ "	Kaighn's Point, New Jersey	— .10
3¾ "	Greenwich Point, Philadelphia	— .18
7 "	Girard Point (Schuylkill River)	— .30
9¼ "	Point Breeze "	— .35
9½ "	Gibson's Point "	— .37
12½ "	Chestnut St. Wharf "	— .40
11¼ "	Lazaretto, Pennsylvania	— .45
14¼ "	Chester, Pennsylvania	— .57
15¾ "	Schooner Ledge, Delaware River, below Chester, Pennsylvania	— 1.05
23¾ "	Cherry Island Flats, Delaware River, off Edgemoor, Pennsylvania	— 1.40
24¾ "	Wilmington, Delaware (mouth of Christiana Creek)	— 1.45
26 "	Deep Water Point, New Jersey	— 1.42
29¼ "	New Castle, Delaware	— 1.51
33¾ "	Fort Delaware	— 2.02
39 "	Reedy Island Lighthouse	— 2.17
44¾ "	Liston's Point	— 3.15
48 "	Bombay Hook	— 3.27
65¾ "	Cross Ledge Lighthouse	— 4.40
77½ "	Brandywine Lighthouse	— 5.37
82½ "	Cape May	— 5.20
89 "	Cape Henlopen	— 5.42
110¾ "	Old Five Fathom Bank Lightship . . . . .	. . .
9¾ "	N. N. E. from the Old Lightship is the New Lightship . . . . .	. . .

AVERAGE DURATION OF TIDES.

	RISE. h. m.	FALL. h. m.
Philadelphia	5.06	7.19
New Castle	5.24	7.01
Cape Henlopen	6.17	6.08

	SPRING TIDES.	NEAP TIDES.	AVERAGE TIDES.
At Philadelphia	6.2 feet.	4.5 feet.	5.4 feet.
At New Castle	6.9 "	4.4 "	5.7 "
At Cape Henlopen	4.5 "	3.0 "	3.5 "

Compass Variation at Philadelphia, 6° Westerly.

PORT OF PHILADELPHIA.

HARBOR RULES AND REGULATIONS.

Adopted by the Board of Wardens of the Port of Philadelphia, March 5, 1883.

For the information of Owners, Masters and others having command, care or charge of Vessels within the Port or Harbor of Philadelphia, the following rules and regulations are published:

VESSELS TO REPORT AT WARDEN'S OFFICE.

1. All vessels arriving at the Port of Philadelphia must report at the Warden's office, Rooms 11 and 11½ Merchant's Exchange, within twenty-four hours after arrival, and before leaving the port must report their clearance. Penalty for neglecting to report, from \$10 to \$50.

ANCHORAGE.

2. Vessels must not anchor in the river Delaware below Kaighn's Point, west of the buoy marking the main channel.

Vessels must not anchor above Kaighn's Point, except eastward of Windmill Island, or in the east Channel at Cooper's Point.

Vessels must in no case anchor where they will interfere with the ferries.

Vessels must not anchor at Port Richmond, except by permission and under the direction of the Harbor Master.

Vessels must not anchor at any place in the channel of the river Schuylkill, nor lie at any wharf in that river more than two abreast, without the permission of the Harbor Master.

Vessels must not anchor on the range line of any range lights.

Vessels at anchor must exhibit, between sunset and sunrise, a visible white signal-light in the rigging, at least fifteen (15) feet above the deck.

3. Vessels hauled into any wharf or dock, or alongside of other vessels lying at any wharf or dock, must be made fast to the shore with proper lines, with sufficient fenders between them and the inside vessels, and shall, when so ordered by the Harbor Master, have their jib-booms, sprit-sail-

yards, main-booms, spankers, ring-tail booms, davits and bumpkins, if any, rigged in, their lower yards topped, and anchors either a cockbill or at the hawse-pipe, as most convenient.

4. When fasts of vessels extend across a dock so as to obstruct passing vessels, the captain or person in charge shall, when so ordered by the Harbor Master, cause the fasts to be slackened or cast off.

5. Vessels lying at the ends of piers, so as to obstruct the passage to the adjoining docks, must move when necessary to accommodate other vessels entering or leaving the docks.

6. Vessels lying alongside of a wharf, and not taking in or discharging cargo, must make way for and permit other vessels that want to load or unload cargo to come inside next to the wharf.

7. If the person in charge of any vessel refuses to move, the Harbor Master shall cause the same to be done at the cost and risk of the master, owner or consignee.

8. No wharf shall be obstructed so as to prevent the loading or unloading of cargo, but reasonable facilities will at all times be allowed on application to the Harbor Master.

9. No tar, pitch, turpentine or rosin shall be heated on a wharf or on board any vessel lying at a wharf.

10. Vessels that may increase their width by using ballast-logs, pontoons, or devices of the same nature, must move to accommodate other vessels, when so ordered by the Harbor Master, and shall pay the expenses of other vessels that may be required to move to allow a vessel with the above appliances to get in or out of docks.

11. Any master, captain or whoever is in charge of a vessel, who shall refuse or neglect to comply with the directions of the Harbor Master, or whoever shall obstruct his authority, shall be fined in a sum not exceeding \$100 for each and every offence.

(Act of February 4, 1846, P. L. 30.)

SECTION LXXV. That if any person or persons whoever shall, from and after the passage of this act, cast into the tide-way of the river Delaware, or into the river Schuylkill, from the lower falls thereof to its junction with the river Delaware, any ballast, cinders, ashes or any heavy articles whatever,

from any ship, vessel, steamboat or wharf, he or they so offending, for every such offence, shall forfeit and pay a sum not exceeding one hundred dollars, to be sued for and recovered with costs of suit, before any alderman of the city, or justice of the peace of the county of Philadelphia, or any court of record in this State, in the same manner and for the same uses as directed by the thirty-sixth section of the Act of Assembly, entitled "An Act to Establish a Board of Port Wardens for the Port of Philadelphia," etc., passed twenty-ninth day of March, one thousand eight hundred and three: *Provided*, that the jurisdiction of the Board of Wardens of the Port of Philadelphia shall not extend on the river Delaware beyond the jurisdiction of the Collector of Customs for the District of Philadelphia, upon said river.

That it shall be the duty of the Harbor Master, and he is hereby required to enforce and superintend the execution of all laws of the Commonwealth, and of all by-laws, rules and regulations of the corporation of the city, or of the Wardens of the Port of Philadelphia, enacted, ordained and declared, or hereafter to be ordained, enacted and declared, for cleaning the docks and wharves of the Port of Philadelphia; for preventing all nuisances at the wharves and in the docks aforesaid, by burning or breaming any ships or vessels, or otherwise howsoever; *for regulating and stationing all ships or vessels in the stream of the river Delaware, or at the wharves within the boundaries of the City of Philadelphia*; for removing, from time to time, ships and vessels, in order to accommodate and make room for others, or for admitting the river craft to pass in and out of the docks, and for compelling the masters and captains of ships and vessels to accommodate each other, so that ships and vessels arriving from sea shall, for a reasonable time, not exceeding six days, be entitled to berths next to the wharves until they have landed their cargoes.

(Act 15th June, 1874, P. L. 390.)

SECTION CXLVII. *Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania, in General Assembly met, and it is hereby enacted by the authority of the same*, That all vessels over seventy-five tons burthen shall, within twenty-four hours after their arrival at the Port of Philadelphia, report and register at the office of the Board of Wardens for the said port; and all proceedings for neglect to obey the harbor regulations, as at present existing, shall be held before any justice of the peace or alderman of the City of Philadelphia, and the proceedings for the enforcement of penalties, in all cases, shall be commenced by *capias*. All laws or parts of laws inconsistent with these laws are hereby repealed.

Every vessel arriving from or bound to a foreign port, is bound by law to receive a pilot, except outward bound American vessels carrying their registered tonnage of coal.

Every master is bound to report immediately on arriving to the Wardens' office, under a penalty of \$10, and incurs a like penalty if he does not record his clearance with them before departing.

No license shall be granted to any person to act as a pilot unless he has served an apprenticeship of six years on board of a pilot boat.

The pilot of every vessel is obliged to inform the master of his having to report at the Wardens' office.

Every pilot detained by the master, owner or consignee, or by the ice, is entitled to \$3 per day.

Every pilot, obliged by the ice, or stress of weather, to proceed to another port, is entitled to his pilotage, and if there discharged, to eight cents a mile for every mile he has to travel home.

The master of vessels shall give an account to the pilot when boarding of the draught of such vessels, and in case he shall misrepresent said draught, and give it as less than the actual draught, he shall forfeit and pay the sum of \$25, to be sued for and recovered before any alderman of the City of Philadelphia, by the Master Warden, who shall pay the same over, when collected, to the Society for the Relief of Decayed Pilots, their Widows and Orphans; he having first deducted the expenses incurred in recovering the same.

Every outward bound ship or vessel is bound to remain at the Capes twenty-four hours after its arrival, to give the pilot an opportunity to be taken out, under a penalty of \$800.

Adopted by the Board of Wardens of the Port of Philadelphia, May 16, 1887:

RESOLVED, That the following be added to the Harbor Master's Rules and Regulations:

That all rules and regulations in reference to the Harbor Master's authority and duties over wharves, and vessels loading and discharging at wharves, be and are hereby considered as governing his action in reference to the continuous bulkheads on the Schuylkill River the same as to bulkheads, piers or docks on the Delaware and Schuylkill Rivers.

PORT OF PHILADELPHIA.

LIMITS OF PORT AND CUSTOMS DISTRICT.

As Approved by the Board of Directors of The Philadelphia Maritime Exchange, June 26, 1893.

The Port of Philadelphia, as defined for Customs purposes, comprises such waters of the Delaware and Schuylkill Rivers bordering on the municipality of the City of Philadelphia as are navigable. The municipal limits of Philadelphia on the Delaware River, as defined by the Director of Public Works, extend from a point immediately south of Fort Mifflin, below the mouth of the Schuylkill River, to the mouth of Poquessing Creek, immediately north of Torresdale. The authority of the Board of Port Wardens, one of the Departments of the City, extends from the State line on the south to the head of the navigable water on the Delaware River on the north. (See Loading and Discharging.)

The Customs District of Philadelphia, as defined by law, comprises all the waters and shores of the Delaware River, and the rivers and waters connected therewith, within the State of Pennsylvania, and the Port of Camden, of which Philadelphia is the port of entry. Camden and Chester are ports of delivery. (See Loading and Discharging.)

DISCHARGING.

Vessels with General Cargo from a foreign port on making entry at the Philadelphia Custom House, may discharge such cargo at any proper and accessible point within the limits of the Port where there is sufficient water and proper facilities for unloading.

Bonded Warehouses. United States Public Store, No. 134 South Second Street; Granite Street, Philip Godley, proprietor; Catharine Street, and Front and Lombard Streets, Philadelphia Warehousing & Safe Deposit Company, proprietors; Delaware Avenue Bonded Stores, Nos. 402 and 404 South Delaware Avenue. There are no Bonded Warehouses on the River Schuylkill.

Vessels with Cargo in Bulk, such as coal, salt, chalk, sulphur, railroad iron, iron ore, and other like articles, upon entry at the Philadelphia Custom House, duties having been paid and proper permits obtained, can discharge under supervision of Customs Officers at any suitable place within the district, including Camden, Chester, or Thurlow, and even as far down as Marcus Hook (the utmost limit of the Customs district on the south), if the necessity exists, and the consignees of vessel and cargo jointly apply for the privilege.

LOADING.

Cargo may be laden at any point within the Port or Customs District of Philadelphia, prior to clearance at Custom House. The supervision of Customs Officers only becomes necessary upon shipment of merchandise subject to drawback duty.

PORT OF PHILADELPHIA.

MARITIME RULES.

(As Approved by the Board of Directors of The Philadelphia Maritime Exchange, June 26th, 1893.)

All transactions in Steamship and Sailing Vessel affairs among members of the Philadelphia Maritime Exchange shall be governed by the following rules, but nothing therein contained shall be construed as interfering in any way with the rights of members to make such special contracts or conditions as they may desire.

The Tables and Scales printed on pages 42 to 45, and 49 to 51, inclusive, are hereby made a part of these rules, and, when not otherwise stipulated, it will be understood that negotiations are based thereon.

GRAIN—STEAM AND SAIL.

Rule 1. Between the 1st of November and the 1st of April, notice that a vessel is ready for cargo must be served on charterers, or their duly accredited representatives, by 3 o'clock P. M., and between the 1st of April and the 1st of November, by 4 o'clock P. M., and on Saturday legal half holiday by 11 o'clock A. M.

Rule 2. In case of a steamer or sailing vessel chartered to load a cargo of grain at Philadelphia, such notification of readiness, to be valid, must be accompanied by a pass of the local Surveyor designated by a Board of Marine Underwriters, certifying to vessel's actual readiness for her cargo of grain.

Rule 3. Lay-days of a steamer or sailing vessel chartered to load grain at Philadelphia, and complying with Rule 1, will commence with the day following the service of her notification of readiness, provided said following day is not a Sunday or legal holiday.

Rule 4. In connection with Rules 1, 2 and 3, charterers are required to deliver orders by 4 o'clock P. M., to the agents of vessel, for vessel to move to her place of loading, between the 1st of November and the 1st of April, and by 5 o'clock P. M. between the 1st of April and the 1st of November. In event of such orders as to place of loading being given to

the agent of vessel as provided above, and vessel arrives at her place of loading by 7 o'clock A. M., say between the 1st of April and the 1st of November, or by 8 o'clock A. M. between the 1st of November and the 1st of April on the day following her notification of readiness, the lay-days shall then count in conformity with original notice, as per Rule 3. If vessel arrives at her place of loading later than 7 o'clock A. M. or 8 o'clock A. M. (as stipulated in Rule 4), but not later than 12 o'clock noon, the days shall commence to count at noon of the day of her arrival at the place of loading, unless that day is Saturday legal half holiday, in which case time shall count from 7 o'clock A. M. the following working day.

Rule 5. In case where any portion of a day more than one-half day is used in loading a vessel after the expiration of lay days stipulated for loading in Charter Party, such portion of lay day, so used, shall be charged and paid for by charterers as one full day's demurrage per Charter Party, except in case where lay days of vessel would have expired at noon, per Rule 4, in which case the balance of such day of expiration shall be charged for as one-half of one day's demurrage.

Rule 6. In case a vessel is loaded by 12 o'clock noon on the day after expiration of her lay days allotted for loading, and vessel can still clear at the Customs House and the Consulate the same day, no demurrage shall be charged by vessel to charterers for the use of that portion of a day. Should the vessel not be able to clear until Monday, owing to the next day after expiration of lay days being Saturday legal half holiday, then the vessel shall be entitled to two days' demurrage.

Rule 7. In the event of orders for vessel to move to her place of loading not being served on the agents of the vessel in accordance with Rule 4, the vessel must, upon eventual receipt from the charterers of orders to move, proceed to her place of loading as soon thereafter as tide and weather will permit; the lay days, however, to count as per original notification of readiness delivered in accordance with Rule 4.

Rule 8. Charterers shall be allowed the day after the completion of loading of cargo in which to clear same at the Custom House and to prepare necessary shipping documents, and Rule 3, regarding Sundays and legal holidays, shall apply in this case, it being part of this rule that charterers shall clear the cargo, as stated, in time for vessel to be cleared at the Custom House and Consulate in accordance with advertised office hours.

Rule 9. When steamers or sailing vessels are chartered with a given number of running days for loading and/or discharging cargo, the days used in loading at Philadelphia shall be computed in the same manner as provided for determining demurrage under Rules 5 and 6.

Rule 10. When a vessel's name, nationality, tonnage, class in a specified "Record" and position are correctly stated at time of charter and

the vessel is accepted, the contract shall be considered closed, and subsequent Insurance inquiries shall not affect the transaction.

Rule 11. In chartering the phrase "about," when applied to readiness of vessel to load or to sail, either in respect to a vessel in this or in another American port or in a foreign port, shall be understood to mean not to exceed five days for sailing vessel or for steamer from date of actual fixing of vessel.

NOTE.—It is earnestly recommended that whenever it is at all possible that the use of such indefinite and misleading phrases as "nearly," "promptly," "about ready," "first-class," be avoided, and thus obviate many of the law suits and arbitrations certain to result from employing such indefinite terms.

Rule 12. The stipulation that a vessel is to proceed in ballast to commence upon her charter does not admit of taking for ballast anything but unmerchantable stuff, such as water, sand, stone, dirt or surplus bunker coal.

Rule 13. From the 1st of November to the 1st of March, from 8 o'clock A. M. until 5 o'clock P. M., and from the 1st of March to the 1st of November, from 7 o'clock A. M. to 6 o'clock P. M., shall be considered due diligence on the part of the ship in loading grain.

Rule 14. It is understood that wherever the word "charterers" is used in the foregoing rules it means charterers or their duly accredited representatives.

Rule 15. Lay-days shall not count during the continuance of a strike of employees of the elevator at or from which vessel has to load, or of stevedores or laborers, which entirely stops charterers from delivering cargo to the vessel, or the vessel from receiving said cargo. The charterers and the vessel are mutually exempt from responsibility to one another for delay caused by such strikes.

Rule 16. Lay days and demurrage on steamers chartered for full cargoes of grain to load at Philadelphia shall be as follows:

DEMURRAGE AND LAY-DAY SCALE.

For STEAMERS Loading and Discharging Cargoes of GRAIN.

When Capacity Guaranteed is						
4,500 to 5,000	Quarters, 10%,	10 days,	Sundays excepted,			£20 Demurrage.
5,500 to 6,000	"	"	"	"	"	25 "
6,500 to 7,000	"	"	"	"	"	30 "
7,500 to 8,000	"	"	"	"	"	35 "
8,500 to 9,000	"	"	"	"	"	40 "
9,500 to 10,000	"	"	"	"	"	45 "
10,500 to 11,000	"	"	"	"	"	45 "
11,500 to 12,000	"	"	"	"	"	50 "
12,500 to 13,000	"	"	"	"	"	50 "
13,500 to 14,000	"	"	"	"	"	60 "
14,500 to 15,000	"	"	"	"	"	65 "
15,500 to 16,000	"	"	"	"	"	70 "
16,500 to 17,000	"	"	"	"	"	70 "
17,500 to 18,000	"	"	"	"	"	75 "
18,500 to 19,000	"	"	"	"	"	80 "
19,500 to 20,000	"	"	"	"	"	80 "

Rule 17. Lay-days and demurrage on sailing vessels chartered for full cargoes of grain to load at Philadelphia shall be as follows :

LAY-DAY SCALE.

For SAILING Vessels Loading and Discharging Cargoes of GRAIN.

For Vessels Registering.			Lay-days for Vessels Loading Grain.		
From	200 to	250 tons	21	days to load and discharge.	
"	251 to	300 "	22	"	"
"	301 to	350 "	23	"	"
"	351 to	400 "	24	"	"
"	401 to	450 "	25	"	"
"	451 to	500 "	26	"	"
"	501 to	550 "	27	"	"
"	551 to	600 "	28	"	"
"	601 to	650 "	29	"	"
"	651 to	700 "	30	"	"
"	701 to	800 "	31	"	"
"	801 to	900 "	32	"	"
"	901 to	1,000 "	33	"	"
"	1,001 to	1,100 "	34	"	"
"	1,101 to	1,200 "	35	"	"
"	1,201 to	1,300 "	36	"	"
"	1,301 to	1,400 "	37	"	"
"	1,401 to	1,500 "	38	"	"
"	1,501 to	1,600 "	39	"	"
"	1,601 to	1,700 "	40	"	"
"	1,701 to	1,800 "	40	"	"

LAY-DAYS FOR DISCHARGING.

Per American Grain Contract of London Corn Trade Association, London.

For STEAMERS discharging WHEAT and/or CORN, whether for direct Port or for Orders.

Per Contract of 1881.			Per Contract of 1891.		
250	Quarters, . . .	$\frac{1}{4}$ running lay-days,	375	Quarters, . . .	$\frac{1}{4}$ running lay-days.
500	" . . .	$\frac{1}{2}$ " "	750	" . . .	$\frac{1}{2}$ " "
750	" . . .	$\frac{3}{4}$ " "	1,125	" . . .	$\frac{3}{4}$ " "
1,000	" . . .	1 " "	1,500	" . . .	1 " "
2,000	" . . .	2 " "	3,000	" . . .	2 " "
3,000	" . . .	3 " "	4,500	" . . .	3 " "
4,000	" . . .	4 " "	6,000	" . . .	4 " "
5,000	" . . .	5 " "	7,500	" . . .	5 " "
6,000	" . . .	6 " "	9,000	" . . .	6 " "
7,000	" . . .	7 " "	10,500	" . . .	7 " "
8,000	" . . .	8 " "	12,000	" . . .	8 " "
9,000	" . . .	9 " "	13,500	" . . .	9 " "
10,000	" . . .	10 " "	15,000	" . . .	10 " "
11,000	" . . .	11 " "	16,500	" . . .	11 " "
12,000	" . . .	12 " "	18,000	" . . .	12 " "
13,000	" . . .	13 " "	19,500	" . . .	13 " "
14,000	" . . .	14 " "	21,000	" . . .	14 " "
15,000	" . . .	15 " "	22,500	" . . .	15 " "
16,000	" . . .	16 " "	24,000	" . . .	16 " "
17,000	" . . .	17 " "	25,500	" . . .	17 " "
18,000	" . . .	18 " "			
19,000	" . . .	19 " "			
20,000	" . . .	20 " "			
21,000	" . . .	21 " "			
22,000	" . . .	22 " "			
23,000	" . . .	23 " "			
24,000	" . . .	24 " "			
25,000	" . . .	25 " "			

LAY-DAYS FOR DISCHARGING.

Per American Grain Contract of London Corn Trade Association,
London, 1891.

For SAILING Vessels discharging all kinds of GRAIN.

For Cork for Orders.				For Direct Port.			
2,000	Quarters, . . .	10	running lay-days.	2,000	Quarters, . . .	8	running lay-days.
2,400	" . . .	11	" "	2,500	" . . .	9	" "
2,800	" . . .	12	" "	3,000	" . . .	10	" "
3,200	" . . .	13	" "	3,500	" . . .	11	" "
3,600	" . . .	14	" "	4,000	" . . .	12	" "
4,000	" . . .	15	" "	4,500	" . . .	13	" "
4,400	" . . .	16	" "	5,000	" . . .	14	" "
4,800	" . . .	17	" "	5,500	" . . .	15	" "
5,200	" . . .	18	" "	6,000	" . . .	16	" "
5,600	" . . .	19	" "	6,500	" . . .	17	" "
6,000	" . . .	20	" "	7,000	" . . .	18	" "
6,400	" . . .	21	" "	7,500	" . . .	19	" "
6,800	" . . .	22	" "	8,000	" . . .	20	" "
7,200	" . . .	23	" "	8,500	" . . .	21	" "
7,600	" . . .	24	" "	9,000	" . . .	22	" "
8,000	" . . .	25	" "	9,500	" . . .	23	" "
8,400	" . . .	26	" "	10,000	" . . .	24	" "
8,800	" . . .	27	" "	10,500	" . . .	25	" "
9,200	" . . .	28	" "	11,000	" . . .	26	" "
9,600	" . . .	29	" "	11,500	" . . .	27	" "
10,000	" . . .	30	" "	12,000	" . . .	28	" "
10,400	" . . .	31	" "	12,500	" . . .	29	" "
10,800	" . . .	32	" "	13,000	" . . .	30	" "
11,200	" . . .	33	" "				

DEMURRAGE SCALE—SAIL—GRAIN.

The Demurrage on sea-going Sailing Vessels shall be as follows, viz :

For Vessels of 200 tons or under, 12 cents per ton.

For Vessels over 200 tons, and not exceeding 500 tons, \$24 for the first 200 tons, and 8 cents per ton for each ton additional.

For Vessels over 500 tons, and not exceeding 900 tons, \$48 for the first 500 tons, and 6 cents per ton for each ton additional.

For Vessels over 900 tons, \$72 for the first 900 tons, and 5 cents per ton for each ton additional.

300 tons register....\$32 00 per day.				1,425 tons register...\$98 25 per day.			
325	"	....	34 00 "	1,450	"	....	99 50 "
350	"	....	36 00 "	1,475	"	....	100 75 "
375	"	....	38 00 "	1,500	"	....	102 00 "
400	"	....	40 00 "	1,525	"	....	103 25 "
425	"	....	42 00 "	1,550	"	....	104 50 "
450	"	....	44 00 "	1,575	"	....	105 75 "
475	"	....	46 00 "	1,600	"	....	107 00 "
500	"	....	48 00 "	1,625	"	....	108 25 "
525	"	....	49 50 "	1,650	"	....	109 50 "
550	"	....	51 00 "	1,675	"	....	110 75 "
575	"	....	52 50 "	1,700	"	....	112 00 "
600	"	....	54 00 "	1,725	"	....	113 25 "
625	"	....	55 50 "	1,750	"	....	114 50 "
650	"	....	57 00 "	1,775	"	....	115 75 "
675	"	....	58 50 "	1,800	"	....	117 00 "
700	"	....	60 00 "	1,825	"	....	118 25 "
725	"	....	61 50 "	1,850	"	....	119 50 "
750	"	....	63 00 "	1,875	"	....	120 75 "
775	"	....	64 50 "	1,900	"	....	122 00 "
800	"	....	66 00 "	1,925	"	....	123 25 "
825	"	....	67 50 "	1,950	"	....	124 50 "
850	"	....	69 00 "	1,975	"	....	125 75 "
875	"	....	70 50 "	2,000	"	....	127 00 "
900	"	....	72 00 "	2,025	"	....	128 25 "
925	"	....	73 25 "	2,050	"	....	129 50 "
950	"	....	74 50 "	2,075	"	....	130 75 "
975	"	....	75 75 "	2,100	"	....	132 00 "
1,000	"	....	77 00 "	2,125	"	....	133 25 "
1,025	"	....	78 25 "	2,150	"	....	134 50 "
1,050	"	....	79 50 "	2,175	"	....	135 75 "
1,075	"	....	80 75 "	2,200	"	....	137 00 "
1,100	"	....	82 00 "	2,225	"	....	138 25 "
1,125	"	....	83 25 "	2,250	"	....	139 50 "
1,150	"	....	84 50 "	2,275	"	....	140 75 "
1,175	"	....	85 75 "	2,300	"	....	142 00 "
1,200	"	....	87 00 "	2,325	"	....	143 25 "
1,225	"	....	88 25 "	2,350	"	....	144 50 "
1,250	"	....	89 50 "	2,375	"	....	145 75 "
1,275	"	....	90 75 "	2,400	"	....	147 00 "
1,300	"	....	92 00 "	2,425	"	....	148 25 "
1,325	"	....	93 25 "	2,450	"	....	149 50 "
1,350	"	....	94 50 "	2,475	"	....	150 75 "
1,375	"	....	95 75 "	2,500	"	....	152 00 "
1,400	"	....	97 00 "				

WHARFAGE—GRAIN.

No charge for wharfage is made by the GRAIN Elevator Companies, of Philadelphia, on either Steamships or Sailing Vessels, while actually loading grain alongside the elevators.

When not loading, wharfage will be charged at the following rates :

STEAMSHIPS—One cent per registered ton per day.

SAILING VESSELS—Under 500 tons register, \$3.00 per day ; 500 to 800 tons register, \$4.00 per day ; 800 to 1000 tons register, \$5.00 per day ; over 1000 tons register, \$6.00.

Rule 18. Charterers desiring signature of Master to Bills of Lading for cargo shipped, must notify Agents of vessel of said desire between the 1st of November and the 1st of April by 3 o'clock P. M. and between the 1st of April and the 1st of November by 4 o'clock P. M. ; in both cases the exception to the rule being in connection with Saturdays (legal half holiday), when notice, as above, must be served to the Agents at their Office by 11 o'clock A. M. The Bills of Lading shall be sent to the Office of the Agents of the vessel, and every effort shall be used with a view to having Captain at Agent's Office for this purpose promptly on notification, as above.

Rule 19. Where vessels are chartered with the option to charterers of loading at other than port of discharge, orders are to be given by charterers to Master or his Agents, designating port of loading under charter by 12 o'clock noon, on the day of completion of discharge, excepting on Saturday, when orders shall be given before 11 o'clock A. M. If not discharged on the day on which demand for loading port is made, vessel to again ask for orders. Should vessel come to a port of call, in ballast, charterers are to furnish orders to her Master, or his Agents, within 24 hours after notice of arrival at port of call, or lay days to count.

PORT OF PHILADELPHIA.

MARITIME RULES.

(As Approved by the Board of Directors of The Philadelphia Maritime Exchange, June 26th, 1893).

PETROLEUM.

Rule 1. Between the 1st of November and the 1st of April, notice that a vessel is ready for cargo must be served on charterers, or their duly accredited representatives, by 3 o'clock P. M., and between the 1st of April

and the 1st of November by 4 o'clock P. M., and on Saturday (legal half holiday), by 11 o'clock A. M.

Rule 2. In case of a sailing vessel or steamer chartered to load a cargo of Petroleum in cases and/or barrels at Philadelphia, notification of readiness shall not be valid unless sufficient ballast (if any ballast be required) is on board vessel and duly trimmed, and, in case of tank oil vessels, the tanks are all tight and free of water, and in every way ready for cargo, the said notification of readiness when required by Charterers to be accompanied by a certificate from a recognized stowage inspector of Philadelphia.

Rule 3. In connection with Rules 1, 2 and 3, charterers are required to deliver orders by 4 o'clock P. M., to the agents of vessel, for vessel to move to her place of loading, between the 1st of November and the 1st of April, and by 5 o'clock P. M. between the 1st of April and the 1st of November. In event of such orders as to place of loading being given to the agent of vessel as provided above, and vessel arrives at her place of loading by 7 o'clock A. M., say between the 1st of April and the 1st of November, or by 8 o'clock A. M. between the 1st of November and the 1st of April on the day following her notification of readiness, the lay-days shall then count in conformity with original notice, as per Rule 2. If vessel arrives at her place of loading later than 7 o'clock A. M. or 8 o'clock A. M. (as stipulated in Rule 4), but not later than 12 o'clock noon, the days shall commence to count at noon of the day of her arrival at the place of loading, unless that day is Saturday legal half holiday, in which case time shall count from 7 o'clock A. M. the following working day.

Rule 4. In case where any portion of a day more than one-half day is used in loading a vessel after the expiration of lay-days stipulated for loading in Charter Party, such portion of lay day so used shall be charged and paid for by charterers as one full day's demurrage per Charter Party, except in case where lay days of vessel would have expired at noon, per Rule 3, in which case the balance of such day of expiration shall be charged for as one-half of one day's demurrage.

Rule 5. In case a vessel is loaded by 12 o'clock noon on the day after expiration of her lay days allotted for loading, and vessel can still clear at the Customs House and the Consulate the same day, no demurrage shall be charged by vessel to charterers for the use of that portion of a day. Should the vessel not be able to clear until Monday, owing to the next day after expiration of lay days being Saturday legal half holiday, then the vessel shall be entitled to two days' demurrage.

Rule 6. In the event of orders for vessel to move to her place of loading not being served on the agents of the vessel in accordance with Rule 3,

the vessel must, upon eventual receipt from the charterers of orders to move, proceed to her place of loading as soon thereafter as tide and weather will permit; the lay days, however, to count as per original notification of readiness delivered in accordance with Rule 3.

Rule 7. Charterers shall be allowed the day after the completion of loading of cargo in which to clear same at the Custom House and to prepare necessary shipping documents, and Rule 3, regarding Sundays and legal holidays, shall apply in this case, it being part of this rule that charterers shall clear the cargo, as stated, in time for vessel to be cleared at the Custom House and Consulate in accordance with advertised office hours.

Rule 8. When a vessel's name, nationality, tonnage, class in a specified "Record" and position are correctly stated at time of charter and the vessel is accepted, the contract shall be considered closed, and subsequent Insurance inquiries shall not affect the transaction.

Rule 9. In chartering, the phrase "about," when applied to readiness of vessels to load or to sail, either in respect to a vessel in this or in another American port or in a foreign port, shall be understood to mean not to exceed five days for sailing vessel or for steamer from date of actual fixing of vessel.

NOTE.—It is earnestly recommended that whenever it is at all possible that the use of such indefinite and misleading phrases as "nearly," "promptly," "about ready," "first-class," be avoided, and thus obviate many of the law suits and arbitrations certain to result from employing such indefinite terms.

Rule 10. The stipulation that a vessel is to proceed in ballast to commence upon her charter does not admit of taking for ballast anything but unmerchantable stuff, such as water, sand, stone, dirt or surplus bunker coal.

Rule 11. From the 1st of November to the 1st of March, from 8 o'clock A. M. until 5 o'clock P. M., and from the 1st of March to the 1st of November, from 7 o'clock A. M. to 6 o'clock P. M., shall be considered due diligence on the part of the ship in loading grain.

Rule 12. When practicable and not injurious to the stowage of the vessel (of which fact the regular Stowage Inspectors employed for the cargo shall be the judges and shall give their decision in writing,) she shall, on demand of the charterers, employ two gangs for loading petroleum, it being agreed that for each day during which two gangs are employed on loading cargo, one day's wharfage shall be allowed vessel by the party requiring such extra labor. When loading petroleum under lay-day scale, Special Schedule B, October 15th, 1886, the ship to furnish two gangs of stevedores without any wharfage allowance.

Rule 13. It is understood that wherever the word "charterers" is used in the foregoing rules it means charterers or their duly accredited representatives.

Rule 14. In case a strike, at the petroleum yard at which or from which vessel is loading, shall make it impossible for charterers to furnish cargo, lay-days are not to count during such strike, and in case of a strike of stevedores or other laborers employed by the vessel, preventing the latter from receiving cargo, the ship shall be free from responsibility on account of the delay. In either case, such vessels as are detained by strike, as above, shall not be charged any wharfage as long as they are prevented from receiving cargo on account of said strike.

LAY-DAY SCALE—SAIL—PETROLEUM.

On Vessels Loading Petroleum in BARRELS.

A, Old Schedule—Adopted in 1876.					B, Special Schedule—October 15, 1886.				
Vessels	2,000 to	2,500 bbls.,	10 lay-days.		Vessels	2,000 to	2,500 bbls.,	8 lay-days.	
"	2,501 to	3,500	"	12	"	2,501 to	3,500	"	9
"	3,501 to	4,500	"	14	"	3,501 to	4,500	"	10
"	4,501 to	5,500	"	15	"	4,501 to	5,500	"	11
"	5,501 to	6,500	"	17	"	5,501 to	6,500	"	12
"	6,501 to	7,500	"	20	"	6,501 to	7,500	"	13
"	7,501 to	8,500	"	22	"	7,501 to	8,500	"	14
"	8,501 to	9,500	"	25	"	8,501 to	9,500	"	15
"	9,501 to	10,500	"	26	"	9,501 to	10,500	"	16
"	10,501 to	11,500	"	27	"	10,501 to	11,500	"	17
"	11,501 to	12,500	"	28	"	11,501 to	12,500	"	18
"	12,501 to	13,500	"	30	"	12,501 to	13,500	"	19
"	13,501 to	14,500	"	32	"	13,501 to	14,500	"	20
"	14,501 to	15,500	"	33	"	14,501 to	15,500	"	21
"	15,501 to	16,500	"	35	"	15,501 to	16,500	"	22

Above special schedule applicable only to vessels ready for cargo, within contract date for cargo ; otherwise old schedule to prevail.

LAY-DAY SCALE—SAIL—PETROLEUM.

On Vessels Loading Petroleum in CASES.

Vessels of	10,000 cases,	10 per cent.,	10 days.
" " 15,000	"	10 " "	10 "
" " 20,000	"	10 " "	12 "
" " 25,000	"	10 " "	14 "
" " 30,000	"	10 " "	16 "
" " 35,000	"	10 " "	18 "
" " 40,000	"	10 " "	20 "
" " 45,000	"	10 " "	22 "
" " 50,000	"	10 " "	23 "
" " 55,000	"	10 " "	24 "
" " 60,000	"	10 " "	25 "
" " 65,000	"	10 " "	26 "
" " 70,000	"	10 " "	27 "
" " 75,000	"	10 " "	28 "
" " 80,000	"	10 " "	29 "
" " 85,000	"	10 " "	30 "
" " 90,000	"	10 " "	31 "
" " 95,000	"	10 " "	32 "
" " 100,000	"	10 " "	33 "

DEMURRAGE SCALE—SAIL—PETROLEUM.

The Demurrage on sea-going sailing vessels shall be as follows, viz :

For vessels of 200 tons or under, 12 cents per ton.

For vessels over 200 tons, and not exceeding 500 tons, \$24 for the first 200 tons, and 8 cents per ton for each ton additional.

For vessels over 500 tons, and not exceeding 900 tons, \$48 for the first 500 tons, and 6 cents per ton for each ton additional.

For vessels over 900 tons, \$72 for the first 900 tons, and 5 cents per ton for each ton additional.

300 tons register....\$32 00 per day.				1,425 tons register....\$98 25 per day.			
325	"	....	34 00 "	1,450	"	....	99 50 "
350	"	....	36 00 "	1,475	"	....	100 75 "
375	"	....	38 00 "	1,500	"	....	102 00 "
400	"	....	40 00 "	1,525	"	....	103 25 "
425	"	....	42 00 "	1,550	"	....	104 50 "
450	"	....	44 00 "	1,575	"	....	105 75 "
475	"	....	46 00 "	1,600	"	....	107 00 "
500	"	....	48 00 "	1,625	"	....	108 25 "
525	"	....	49 50 "	1,650	"	....	109 50 "
550	"	....	51 00 "	1,675	"	....	110 75 "
575	"	....	52 50 "	1,700	"	....	112 00 "
600	"	....	54 00 "	1,725	"	....	113 25 "
625	"	....	55 50 "	1,750	"	....	114 50 "
650	"	....	57 00 "	1,775	"	....	115 75 "
675	"	....	58 50 "	1,800	"	....	117 00 "
700	"	....	60 00 "	1,825	"	....	118 25 "
725	"	....	61 50 "	1,850	"	....	119 50 "
750	"	....	63 00 "	1,875	"	....	120 75 "
775	"	....	64 50 "	1,900	"	....	122 00 "
800	"	....	66 00 "	1,925	"	....	123 25 "
825	"	....	67 50 "	1,950	"	....	124 50 "
850	"	....	69 00 "	1,975	"	....	125 75 "
875	"	....	70 50 "	2,000	"	....	127 00 "
900	"	....	72 00 "	2,025	"	....	128 25 "
925	"	....	73 25 "	2,050	"	....	129 50 "
950	"	....	74 50 "	2,075	"	....	130 75 "
975	"	....	75 75 "	2,100	"	....	132 00 "
1,000	"	....	77 00 "	2,125	"	....	133 25 "
1,025	"	....	78 25 "	2,150	"	....	134 50 "
1,050	"	....	79 50 "	2,175	"	....	135 75 "
1,075	"	....	80 75 "	2,200	"	....	137 00 "
1,100	"	....	82 00 "	2,225	"	....	138 25 "
1,125	"	....	83 25 "	2,250	"	....	139 50 "
1,150	"	....	84 50 "	2,275	"	....	140 75 "
1,175	"	....	85 75 "	2,300	"	....	142 00 "
1,200	"	....	87 00 "	2,325	"	....	143 25 "
1,225	"	....	88 25 "	2,350	"	....	144 50 "
1,250	"	....	89 50 "	2,375	"	....	145 75 "
1,275	"	....	90 75 "	2,400	"	....	147 00 "
1,300	"	....	92 00 "	2,425	"	....	148 25 "
1,325	"	....	93 25 "	2,450	"	....	149 50 "
1,350	"	....	94 50 "	2,475	"	....	150 75 "
1,375	"	....	95 75 "	2,500	"	....	152 00 "
1,400	"	....	97 00 "				

WHARFAGE—PETROLEUM.

Rates of Wharfage at PETROLEUM Wharves, Point Breeze, Philadelphia, and at Chester and Marcus Hook, Pa.

VESSELS, REGISTERED TONNAGE.	For Vessels lying at inside Berths, either idle or work- ing, and while working at outside Berths.	FOR VESSELS WHILE IDLE AT OUTSIDE BERTHS.	
		Second Tier.	Outside of Second Tier.
Tons.	Per Day.	Per Day.	Per Day.
200 or under.	\$2.75	\$1.40	\$1.05
300	3.25	1.65	1.20
400	3.75	1.90	1.40
500	4.50	2.25	1.70
600	5.00	2.50	1.90
700	5.25	2.65	1.95
800	5.50	2.75	2.05
900	6.00	3.00	2.25
1,000	6.50	3.25	2.45
1,100	6.75	3.40	2.55
1,200	7.00	3.50	2.65
1,300	7.50	3.75	2.80
1,400	8.00	4.00	3.00
1,500	8.50	4.25	3.20
1,600	9.00	4.50	3.40
1,700	9.25	4.65	3.45
1,800	9.50	4.75	3.55
1,900	9.75	4.90	3.65
2,000	10.00	5.00	3.75
2,100	10.50	5.25	3.95
2,200	11.00	5.50	4.15
2,300	11.50	5.75	4.30
2,400	12.00	6.00	4.50
2,500	12.50	6.25	4.70
2,600	13.00	6.50	4.90
2,700	13.50	6.75	5.05
2,800	14.00	7.00	5.25
2,900	14.50	7.25	5.45
3,000	15.00	7.50	5.65
3,100	15.50	7.75	5.70
3,200	16.00	8.00	6.00
3,300	16.50	8.25	6.20
3,400	17.00	8.50	6.40
3,500	17.50	8.75	6.55

The reduced rates, as above, for vessels idle at outside berths, are to be allowed only when such berths are occupied by direction of the Wharf Superintendent or Harbor Master; otherwise, full rates will be charged, the same as for inside berths.

PORT OF PHILADELPHIA.

MARITIME RULES.

*(As Approved by the Board of Directors of The Philadelphia Maritime Exchange,
June 26th, 1893.)*

SUGAR—STEAM AND SAIL.

Discharge.

Steam. Lay-days for discharge of Steamers to begin at 7 A.M., after one full day, succeeding the day of vessel's entry at Custom House, Philadelphia. The office hours of the United States Custom House for entrance or clearance of vessels are from 9 A. M. until 4 P. M., so that a steamer entered at Customs between the hours named on, say, Monday, would be entitled to her general order for discharging, and for the discharge of the vessel to begin, or lay-days to count, say, from 7 A. M. on Wednesday. If Importer or Refiner would join with Master of Vessel in an application to Collector of the Port, permission can be obtained from Custom authorities to commence discharge of cargo immediately after entry of vessel at Custom House.

Sail. Lay-days for discharge of sailing vessels to begin 48 hours after entry of vessel at Custom House, Philadelphia.

Stevedoring—Steam and Sail.

Rates for stevedoring bags, baskets, mats, hogsheads, etc., by Refiners ; also by numerous first-class independent stevedores :

Pernambuco and other Brazilian Sugars, $2\frac{1}{4}$ cents per bag, average net weight of bags 145 pounds, say $15\frac{1}{2}$ bags per ton.

Hamburg, $2\frac{3}{4}$ cents per bag, average net weight of bags 220 pounds, say $10\frac{1}{4}$ bags per ton.

Demerara, 3 cents per bag, average net weight of bags 250 pounds, say 9 bags per ton.

Cuba, $3\frac{1}{4}$ cents per bag, average net weight of bags 320 pounds, say 7 bags per ton.

Manilla, Iloilo and Cebu, 30 cents per 2,240 pounds, net delivered weight.

Java, 28 cents per 2240 pounds, net delivered weight.

Cuba and Porto Rico, hogsheads, single or double-deck vessel, 17 cents per hogshhead ; approximate weight of hogshhead, 1,700 pounds.

Cuba and Porto Rico, hogsheads, beam vessels, 20 cents per hundred; approximate weight of hogshead, 1,700 pounds.

Barbadoes, hogsheads, single or double-deck vessel, 23 cents per hogshead; approximate weight of hogshead, 2,100 pounds.

Barbadoes, hogsheads, beam vessels, 28 cents per hogshead; approximate weight of hogshead, 2,100 pounds.

Other English Islands, hogsheads, single or double-deck vessel, 25 cents per hogshead, approximate weight of hogshead 2300 pounds.

Other English Islands, hogsheads, beam vessels, 30 cents per hogshead; approximate weight of hogshead, 2,300 pounds.

Despatch—Steam and Sail.

Amount of sugar which steamers and sailing vessels are entitled to demand, shall be discharged per day, according to the customs of the Port of Philadelphia.

Steam. In absence of any explicit written agreement to contrary between the contracting parties, steamers carrying not less than 1,500 tons of sugar are entitled by the custom of the Port of Philadelphia to discharge the following quantities of sugar per weather working day, Sundays and legal holidays excepted. A weather working day is understood to be a day suitable to discharge cargoes of sugar:

Sugar in bags, baskets, mats, etc., 500 tons of 2,240 lbs. per day.

Sugar in hogheads, 400 hogsheads per day.

Sail. In the absence of any explicit written agreement to contrary between the contracting parties, sailing vessels are entitled by the custom of the Port of Philadelphia to discharge the following quantities of sugar, per weather working day, Sundays and legal holidays excepted. A weather working day is understood to be a day suitable to discharge cargoes of sugar:

Cuba or other West India sugar in bags, not less than 325 tons (2,240 lbs.), per day.

Cuba, or other West India sugar in hogsheads, not less than 300 hogsheads per day.

Jaggery, China, Egyptian, Brazil, East India and Java sugar, not less than 200 tons (2240 lbs.), per day.

Weighing—Steam and Sail.

Unless vessel stipulates at time of charter or upon signing bills of lading for the payment of freight upon the in-take or invoice weight, or unless an agreed percentage for estimated loss in weight on cargo during

voyage is fixed, Refiner or Importer is justified in requiring vessel to participate in cost of ascertaining weight of cargo delivered at port of discharge. The charge for weighing sugar cargoes is one cent per 100 pounds, one-half of which cost, say, one-half cent. per 100 pounds, is a proper charge to be made by Refiner or Importer to vessel, when freight is payable upon delivered weight, and no special clause inserted in charter or bills of lading, exempting vessel from this charge.

Exchange—Steam and Sail.

The Sterling rate of Exchange for marine freight, payable at Philadelphia on cargoes of sugar discharged here, to be as per Messrs. Brown Bros. & Co.'s certificate as to selling rate of Exchange current at noon on day of vessel entering at Custom House, Philadelphia, for demand or 60 days sight bills on London.

Owners and masters are urged to have the conditions upon which their freight is payable at port of discharge clearly defined in charter parties or bills of lading, which can be done by adopting either of the following clauses, A or B. If it is intended that freight should be payable in cash at the sight or demand rate of Exchange on London, let it be so specified, as in clause A. In like manner, if it is the intention for freight to be payable at the 60 days' sight rate of Exchange on London, let it be so specified as in clause B.

(A). Freight to be payable in cash at the current rate of exchange for bankers' demand bills on London, at noon on day of vessel's entry at Custom House, Philadelphia.

(B). Freight to be payable in cash, at the current rate of exchange for bankers' sixty days sight bills on London, at noon of day of vessel's entry at Custom House, Philadelphia.

These suggestions are put forward in detail, owing to the differences of opinion that have arisen under clauses similar to following :

(1). Freight payable in cash, according to the custom of the port.

(2). Freight payable in cash, according to the custom of the port, without discount, etc.

Wharfage—Steam and Sail.

When vessels discharge at wharves of Refiners the great bulk of sugar is so discharged—the following rates of wharfage apply :

NOTE. The custom of the Port requires vessels to discharge their cargoes of sugar at any safe, suitable wharf, designated by Refiner or other Consignee of cargo.

Steamer.—To pay \$4 per day for the first 200 tons net register of vessel, and three-quarters of one cent for each additional net register ton.

NOTE. This makes the wharfage of a 1500 tons net register Steamer \$13.75 per day.

Sail.—To pay \$4 for the first 200 tons net register and one-half of one cent each additional net register ton.

NOTE. A 600 tons net register sailing vessel would pay for wharfage \$6 per day.

According to the custom of the Port of Philadelphia, in computing wharfage, the day the vessel comes and the day the vessel goes are considered as one full day.

Demurrage—Steam and Sail.

When a rate is not specifically stipulated for in charter party or bills of lading, demurrage on Steamers to be computed at the rate of 12½c per net register ton per day, and on sailing vessels, at the rate of eight (8) cents per net register ton per day.

Despatch Money—Steamers.—Despatch Money, if any be due to consignees of the cargo, to be computed at the rate of five (5) cents per net register ton of steamer per working day, payable upon settlement of freight.

NOTE. In computing discharging days for demurrage and/or despatch money, days and parts of days to be counted.

All cargo must be tallied alongside of vessel as delivered over the rail.

COMMERCE OF THE PORT OF PHILADELPHIA

For the past Ten Years.

American Vessels entered from Foreign Ports.

Years.	CARGO.		BALLAST.	
	Vessels.	Tons.	Vessels.	Tons.
1883	401	215,817	5	5,510
1884	414	200,933	2	1,761
1885	433	210,023	4	3,560
1886	417	127,518	4	1,070
1887	323	169,747	7	9,356
1888	348	187,734	4	1,789
1889	385	223,873	10	13,686
1890	354	210,474	4	3,134
1891	353	221,401	5	4,329
1892	389	263,490	12	12,218

Foreign Vessels entered from Foreign Ports.

Years.	CARGO.		BALLAST.	
	Vessels.	Tons.	Vessels.	Tons.
1883	599	548,004	61	44,375
1884	623	596,706	89	80,397
1885	743	770,958	107	92,634
1886	862	943,350	59	62,150
1887	1,021	1,091,562	26	31,341
1888	810	829,175	37	42,359
1889	814	884,787	91	117,065
1890	935	1,052,562	136	189,531
1891	844	959,917	172	266,736
1892	914	1,044,240	303	465,305

American Vessels Cleared for Foreign Ports.

Years.	CARGO.		BALLAST.	
	Vessels.	Tons.	Vessels.	Tons.
1883	303	189,135	23	9,053
1884	265	149,591	23	7,548
1885	269	153,764	18	6,359
1886	243	143,810	13	4,340
1887	218	148,894	10	3,710
1888	232	137,768	15	4,842
1889	251	178,681	6	2,005
1890	210	144,942	19	7,745
1891	313	224,179	17	7,830
1892	322	243,449	11	6,988

Foreign Vessels Cleared for Foreign Ports.

Years.	CARGO.		BALLAST.	
	Vessels.	Tons.	Vessels.	Tons.
1883	605	528,606	11	5,539
1884	919	586,687	22	16,641
1885	763	771,997	25	23,241
1886	695	725,587	32	17,418
1887	762	782,682	65	39,811
1888	611	642,874	104	63,523
1889	615	673,252	82	55,794
1890	772	910,736	104	97,644
1891	677	820,683	95	62,876
1892	946	1,255,259	151	90,069

Vessels Arriving Coastwise.

Years.	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.
1883	1,777	7	49	56	3,980	5,869
1884	1,658	14	50	22	3,459	5,203
1885	1,633	25	42	20	3,008	4,728
1886	1,610	19	53	25	2,518	4,531
1887	1,539	19	77	52	2,727	4,414
1888	1,517	18	34	22	2,396	3,987
1889	1,443	11	21	8	2,509	3,746
1890	1,376	8	80	19	2,361	3,844
1891	1,474	16	44	8	2,706	4,248
1892	1,472	12	49	5	2,153	4,051

Vessels Sailing Coastwise.

Years.	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.
1883	1,728	10	37	55	3,249	5,079
1884	1,702	10	52	39	3,246	5,049
1885	1,707	9	58	48	2,914	4,736
1886	1,841	2	71	50	2,705	4,669
1887	1,819	8	89	69	2,820	4,805
1888	1,597	7	73	49	2,564	4,290
1889	1,647	9	69	29	2,389	4,143
1890	1,563	10	102	37	2,453	4,165
1891	1,684	11	88	27	2,742	4,552
1892	1,551	14	70	30	2,548	4,213

Arrivals at the Delaware Breakwater during 1892.

	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.
For orders	160	10	105	36	175	486
For harbor	9	9	28	11	1591	1648
In distress	4	1	—	—	—	5
	173	20	133	47	1766	2139

EXPORTS OF WHEAT AND CORN FOR THE PAST TEN YEARS.

From Ports on the Atlantic Coast, with Percentages from each Port.

PORTS.	MONTREAL.		PORTLAND.		BOSTON.		NEW YORK.		PHILADELPHIA.		BALTIMORE.		NEW ORLEANS.		TOTALS.
1883. Total Exports,	3,518,127 W.	7.2	1,347,067 W.	2.7	1,989,748 W.	4.0	20,046,291 W.	4.08	4,096,297 W.	8.4	15,434,689 W.	31.5	2,622,717 W.	5.4	49,054,936 W.
	4,122,182 C.	7.1	296,670 C.	0.5	4,555,009 C.	8.0	22,849,520 C.	40.0	5,304,943 C.	9.2	10,285,875 C.	18.0	9,856,041 C.	17.2	57,270,240 W. C.
	7,640,309	7.1	1,643,737	1.5	6,544,757	6.1	42,895,811	41.0	9,401,240	8.8	25,720,564	24.0	12,478,758	11.5	106,325,176
1884. Total Exports,	3,426,885 W.	6.2	263,161 W.	0.4	1,639,598 W.	2.8	26,707,296 W.	55.1	5,566,173 W.	10.7	16,217,600 W.	33.0	1,346,019 W.	2.3	55,226,732 W.
	2,036,050 C.	7.4	1,283,600 C.	4.7	4,156,483 C.	15.1	9,492,200 C.	34.0	1,741,252 C.	6.4	4,943,010 C.	18.0	3,975,626 C.	14.4	27,631,221 C.
	5,462,935	6.7	1,536,761	2.0	5,796,081	6.9	36,256,496	43.8	7,310,425	11.3	21,160,610	25.0	5,321,645	6.5	82,854,953
1885. Total Exports,	3,372,160 W.	10.5	854,538 W.	2.6	1,680,022 W.	5.2	17,111,204 W.	53.7	5,332,192 W.	11.1	4,581,261 W.	14.4	678,283 W.	2.1	31,809,750 W. C.
	1,945,898 C.	3.2	458,581 C.	0.7	3,778,823 C.	6.2	27,214,189 C.	44.8	5,623,244 C.	9.7	14,048,287 C.	23.1	7,302,910 C.	12.0	60,677,927 C.
	5,318,058	5.7	1,313,119	1.4	5,458,845	5.9	44,325,483	47.9	9,461,436	10.1	18,629,548	20.1	7,981,193	8.6	92,487,677
1886. Total Exports,	5,885,662 W.	11.1	960,882 W.	2.5	2,376,298 W.	4.4	32,090,610 W.	60.5	6,079,146 W.	11.4	10,475,395 W.	19.7	1,041,141 W.	1.9	53,023,472 W.
	3,910,209 C.	6.8	411,555 C.	0.7	3,025,673 C.	5.2	20,996,765 C.	36.7	1,857,353 C.	3.2	13,138,229 C.	23.0	7,896,339 C.	13.8	57,121,822 C.
	9,795,871	8.8	1,372,437	1.2	5,401,971	4.9	53,087,315	48.0	7,936,499	7.2	23,613,624	21.4	8,937,480	8.1	110,145,294
1887. Total Exports,	7,434,716 W.	9.4	1,333,456 W.	1.6	3,983,925 W.	5.0	41,886,049 W.	53.1	8,774,174 W.	10.1	11,057,290 W.	14.0	4,269,242 W.	5.4	78,768,852 W.
	1,263,108 C.	5.0	2,313,958 C.	0.0	2,313,958 C.	7.1	12,306,272 C.	38.1	1,996,583 C.	6.1	7,115,814 C.	22.0	7,301,011 C.	22.6	32,296,746 C.
	8,697,824	7.8	1,333,456	1.2	6,297,883	5.6	54,192,321	48.7	10,770,757	9.6	18,173,104	16.3	11,600,253	10.4	111,065,598
1888. Total Exports,	2,157,548 W.	9.7	176,160 W.	0.8	1,210,666 W.	5.5	12,609,242 W.	56.7	949,844 W.	4.3	4,682,558 W.	18.3	1,027,322 W.	4.7	22,213,200 W. C.
	2,660,003 C.	8.9	3,245,820 C.	0.0	3,245,820 C.	10.8	14,236,181 C.	47.8	859,371 C.	2.9	3,741,914 C.	12.0	5,055,512 C.	16.9	29,798,801 C.
	4,817,551	9.2	176,160	0.3	4,456,486	8.5	26,845,423	51.6	1,809,215	3.4	7,824,422	15.4	6,082,834	11.6	52,612,091
1889. Total Exports,	1,962,956 W.	9.9	641,683 C.	0.0	459,111 W.	2.3	10,784,303 W.	54.7	1,110,666 W.	5.6	4,389,790 W.	22.2	991,184 W.	5.3	19,697,950 W. C.
	6,601,689 C.	8.5	7,135,933 C.	0.9	7,135,933 C.	9.2	28,786,977 C.	37.4	5,640,316 C.	4.7	16,822,808 C.	21.9	13,469,754 C.	17.4	77,099,460 C.
	8,564,945	8.8	641,683	0.7	7,595,044	7.9	39,571,280	40.9	4,750,922	4.9	21,212,598	21.9	14,460,938	14.9	96,797,410
1890. Total Exports,	2,156,807 W.	9.4	65,213 W.	0.3	525,287 W.	2.4	12,599,286 W.	57.2	1,876,967 W.	2.9	4,803,453 W.	21.9	1,308,710 W.	5.9	22,046,632 W. C.
	4,849,024 C.	5.8	323,570 C.	0.3	4,500,703 C.	5.8	24,600,147 C.	29.5	16,735,521 C.	20.0	19,447,149 C.	23.3	12,768,422 C.	15.3	83,224,337 C.
	7,005,831	6.7	388,589	0.3	5,025,990	4.8	37,169,433	35.3	17,353,397	16.6	24,250,597	23.0	14,677,132	13.3	105,270,969
1891. Total Exports,	6,090,114 W.	6.8	700,157 W.	.8	2,787,115 W.	3.2	46,957,113 W.	52.3	6,840,603 W.	7.7	15,673,334 W.	17.5	10,497,110 W.	11.7	89,545,446 W. C.
	2,173,070 C.	7.8	50 C.	0.0	3,897,565 C.	14.2	13,180,393 C.	47.9	2,668,677 C.	9.5	3,852,911 C.	14.0	1,843,869 C.	6.6	27,866,535 C.
	8,263,184	7.0	700,207	.6	6,684,680	5.7	60,137,596	51.4	9,449,160	8.1	19,526,245	16.7	12,340,979	10.5	117,101,198
1892. Total Exports,	6,693,058 W.	6.35	1,010,545 W.	0.95	7,501,903 W.	7.11	49,555,025 W.	46.97	9,769,594 W.	9.25	16,539,652 W.	45.67	14,450,811 W.	13.69	105,513,588 W. C.
	1,357,941 C.	2.04	2,971,858 C.	0.00	2,971,858 C.	4.38	18,442,637 C.	26.60	19,230,314 C.	28.36	19,156,417 C.	28.24	7,045,044 C.	16.38	67,840,211 C.
	8,050,999	4.66	1,010,545	0.58	4,713,761	6.04	67,597,662	39.00	22,998,908	16.73	35,696,069	20.59	21,495,855	12.40	173,383,799

PETROLEUM.

Exports during past ten years—Philadelphia, New York, Baltimore.—Percentages Shipped each Year from each of the three Ports.

PORT	1883.		1884.		1885.		1886.		1887.		1888.		1889.		1890.		1891.		1892.	
	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.
<i>Philadelphia</i>	1,561,730	16.6	2,323,455	24.1	2,968,119	29.8	2,933,245	28.8	3,227,442	30.3	2,657,743	26.5	3,168,745	26.5	3,185,924	25.82	3,940,258	34.59	4,910,739	38.04
<i>Baltimore</i>	216,192	2.3	273,485	2.8	204,292	2.1	244,783	2.02	208,031	1.9	144,039	1.4	173,210	1.47	278,643	2.26	178,022	1.56	301,651	2.34
<i>New York</i>	7,604,081	81.1	7,065,606	73.1	6,771,745	68.1	7,012,621	69.00	7,235,031	67.8	7,206,724	72.1	8,607,281	72.03	8,871,059	71.92	7,272,467	64.18	7,606,388	59.62
Total	9,382,003	100.	9,662,546	100.	9,944,156	100.	10,170,649	100.	10,670,504	100.	10,008,506	100.	11,949,236	100.	12,335,626	100.	11,390,747	100.	12,908,778	100.

NOTE.—Cases are included in above statistics, and are estimated at five to the barrel.

Importations of Sugar and Molasses at the Port of Philadelphia during the past Twenty Years.

SUGAR.

	HOGSHEADS.	BOXES.	BAGS.	TONS.
1873	69,970	35,662	68,698	53,294
1874	57,107	8,881	32,560	38,854
1875	50,016	15,250	23,969	34,306
1876	43,292	3,976	344	26,758
1877	35,392	2,042	5,464	22,021
1878	75,334	1,673	14,488	48,025
1879	93,918	1,010	3,762	58,980
1880	79,494	653	2,058	48,096
1881	61,486	554	49,576	45,602
1882	98,700	249	65,603	70,364
1883	89,442	150	126,841	73,517
1884	124,964	.....	277,019	104,500
1885	99,825	1,210	475,551	110,508
1886	83,383	.....	742,057	112,927
1887	76,434	.....	937,229	133,397
1888	78,228	.....	1,742,718	210,104
1889	70,154	.....	2,043,976	243,700
1890	30,952	.....	3,138,135	344,439
1891	50,799	.....	4,114,564	487,128
1892	48,423	.....	4,348,601	488,058

MOLASSES.

	HOGSHEADS.	GALLONS.		HOGSHEADS.	GALLONS.
1873	108,840	13,777,925	1883	66,699	8,804,042
1874	81,380	10,294,570	1884	90,579	12,306,230
1875	108,467	14,097,092	1885	114,023	15,514,455
1876	90,828	12,069,201	1886	138,260	17,973,800
1877	53,839	6,931,346	1887	108,035	14,386,005
1878	72,635	9,511,610	1888	110,608	14,728,524
1879	101,615	13,204,230	1889	87,013	9,855,611
1880	97,306	12,985,830	1890	109,660	12,693,145
1881	68,675	9,378,025	1891	53,136	6,907,680
1882	115,843	15,707,051	1892	73,420	9,544,600

Statement of Coal Exported from the Port of Philadelphia During the Ten Years Ending December 31, 1892.

Year 1883, Anthracite, tons,	\$57,045	\$245,609
Bituminous, "	46,318	170,980
Total,	\$103,363	\$416,589
Year 1884, Anthracite, tons,	\$15,851	\$63,741
Bituminous "	38,428	136,189
Total,	\$54,279	\$199,930
Year 1885, Anthracite, tons,	\$16,345	\$54,880
Bituminous "	64,161	198,910
Total,	\$80,506	\$253,790
Year 1886, Anthracite, tons,	\$13,130	\$42,850
Bituminous "	52,011	155,975
Total,	\$65,141	\$198,825
Year 1887, Anthracite, tons,	\$10,086	\$37,767
Bituminous "	81,894	233,676
Total,	\$91,980	\$271,443
Year 1888, Anthracite, tons,	\$14,952	\$66,774
Bituminous "	156,405	426,456
Total,	\$171,357	\$493,230
Year 1889, Anthracite, tons,	\$15,031	\$55,245
Bituminous "	237,242	645,467
Total,	\$252,273	\$700,712
Year 1890, Anthracite, tons,	\$20,171	\$70,608
Bituminous "	279,242	751,889
Total,	\$299,413	\$822,497
Year 1891, Anthracite, tons,	\$19,939	\$70,129
Bituminous "	337,055	919,929
Total,	\$356,994	\$990,058
Year 1892, Anthracite, tons,	\$23,031	\$85,137
Bituminous "	372,028	1,024,812
Total,	\$395,059	\$1,109,949

ERRATUM.—The first column of figures represents Tons instead of Dollars as printed.

Tonnage Statement.

(Excluding Tank Petroleum Steamers.)

Showing Outward Business entered upon by Transient Steamships which arrived at Philadelphia during the undermentioned years.

	NUMBER OF STEAMERS.						
	1886.	1887.	1888.	1889.	1890.	1891.	1892.
Sailed for Baltimore in Ballast	80	47	36	62	37	34	24
Sailed for other Ports, Cotton, Phosphate, &c., in Ballast	126	140	82	103	142	186	147
Total leaving Philadelphia in Ballast	206	187	118	165	179	220	171
Sailed for Baltimore with part Cargo	21	15	27	40	41	47	27
Sailed for Cuba and West Indies, &c. part Cargo and Ballast	14	1	9	8	7	27	30
Loaded at Philadelphia, Grain and General Cargo	68	91	3	19	179	68	207
Loaded at Philadelphia, Oil Cargoes	13	17	38	23	10	4	26
	322	311	195	255	416	366	461

PERCENTAGE SUMMARY.

	1886.	1887.	1888.	1889.	1890.	1891.	1892.
	PER CENT.	PER CENT.	PER CENT.	PER CENT.	PER CENT.	PER CENT.	PER CENT.
Left Philadelphia in Ballast	64	60	60	65	43	60	37
Loaded Full Cargoes at Philadelphia	25	34	21	16	45½	20	50½
Left Philadelphia with part Cargoes, or to West Indies in Ballast or with part Cargo	11	6	19	19	11½	20	12½
	100	100	100	100	100	100	100

**Value of Exports and Imports at Philadelphia for the
past Fifty Years.**

YEARS.	EXPORTS.	IMPORTS.	YEARS.	EXPORTS.	IMPORTS.
1843.....	\$2,354,948	\$3,760,630	1868.....	\$15,706,445	\$14,218,365
1844.....	3,535,246	7,217,367	1869.....	15,872,249	16,414,535
1845.....	3,574,363	8,159,227	1870.....	16,694,478	14,952,371
1846.....	4,751,005	7,989,396	1871.....	28,688,551	20,820,374
1847.....	8,544,391	9,587,516	1872.....	20,484,803	26,824,333
1848.....	5,732,333	11,147,584	1873.....	29,683,186	29,186,925
1849.....	5,343,421	10,645,500	1874.....	29,878,911	25,004,785
1850.....	4,501,606	12,066,154	1875.....	31,836,727	24,011,014
1851.....	5,356,039	14,168,751	1876.....	59,539,450	21,000,000
1852.....	5,828,571	14,785,917	1877.....	37,823,356	20,126,032
1853.....	6,527,996	18,834,410	1878.....	48,362,116	21,048,197
1854.....	10,104,416	21,359,306	1879.....	50,685,838	27,224,549
1855.....	5,274,338	15,309,935	1880.....	46,589,584	38,933,832
1856.....	7,144,488	16,585,685	1881.....	41,162,957	29,764,278
1857.....	7,135,256	17,890,369	1882.....	34,529,459	37,666,489
1858.....	5,947,241	12,890,369	1883.....	38,662,434	32,811,045
1859.....	5,298,095	15,603,769	1884.....	36,891,605	31,990,309
1860.....	7,839,286	14,531,352	1885.....	37,281,739	33,365,242
1861.....	10,277,938	8,004,161	1886.....	33,607,386	37,997,005
1862.....	11,518,970	8,327,976	1887.....	33,813,024	39,570,687
1863.....	10,628,968	6,269,530	1888.....	28,012,879	45,020,132
1864.....	13,664,862	9,135,685	1889.....	29,183,468	50,996,802
1865.....	12,582,162	5,645,755	1890.....	36,478,554	56,057,013
1866.....	17,867,716	7,331,261	1891.....	42,845,724	62,438,219
1867.....	14,442,398	14,071,765	1892.....	60,274,024	63,277,781

IMPORT DUTIES.
Showing the Receipts at the Philadelphia Custom House during the past Ten Years.

MONTHS.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.
January.....	\$391,129 73	\$1,006,216 94	\$907,821 13	\$1,002,923 52	\$1,288,821 25	\$1,397,497 20	\$2,184,225 00	\$2,203,993 25	\$2,175,750 15	\$338,091 31
February.....	690,451 87	1,126,276 23	922,560 75	1,092,940 42	1,501,237 51	1,805,394 89	1,794,178 72	2,220,111 22	1,403,625 46	759,864 75
March.....	1,072,532 24	1,243,388 17	1,360,017 06	1,279,435 96	1,659,455 38	1,640,574 68	1,951,801 20	2,316,201 79	966,413 09	961,398 65
April.....	1,014,174 44	1,223,773 62	1,390,550 87	1,506,688 91	1,602,487 60	1,742,871 84	2,095,809 00	2,393,705 41	630,516 06	872,558 34
May.....	1,013,865 86	1,256,618 43	1,298,058 78	1,391,258 23	1,634,534 89	1,598,952 99	1,927,914 69	2,182,797 53	714,492 63	766,324 66
June.....	1,254,794 83	1,061,102 32	1,119,386 81	1,377,163 55	1,665,441 34	1,928,528 98	1,944,026 12	2,413,854 36	931,501 92	839,482 52
July.....	1,209,548 87	1,036,349 85	1,215,685 86	1,480,134 24	1,577,351 60	1,983,676 96	2,281,249 45	2,930,292 41	751,182 99	1,045,437 66
August.....	1,112,425 22	1,002,643 64	1,119,871 74	1,573,827 86	1,751,699 08	1,931,687 42	1,977,004 77	2,342,275 11	653,901 93	952,632 97
September.....	1,059,780 50	1,217,365 96	1,316,957 75	1,665,951 81	1,412,401 69	1,922,767 85	1,623,711 76	2,536,870 24	798,019 02	1,032,398 30
October.....	994,171 10	894,167 13	1,191,388 99	1,234,724 87	1,323,666 66	1,892,521 89	1,656,330 68	2,047,014 64	707,363 49	1,001,803 10
November.....	746,432 38	708,681 67	1,021,186 98	1,390,680 96	1,360,667 51	1,937,677 59	1,637,011 98	2,422,113 24	631,769 37	848,511 79
December.....	775,061 92	621,547 94	1,027,793 89	1,267,331 02	1,230,390 31	1,685,531 88	1,531,877 53	1,917,689 61	646,561 56	846,260 18
Tota s	\$11,834,368 96	\$12,398,131 90	\$13,801,190 61	\$16,182,101 35	\$17,948,184 82	\$20,567,684 17	\$22,405,140 90	\$27,926,918 81	\$11,011,097 67	\$10,764,764 23

Towage Rates Inward,

INWARD-BOUND SQUARE-

Arriving at South Chester Oil Works, mouth of Schuylkill or any point on the Delaware vessels anchor, transporting rates to be charged in addition. If bound to Girard Point, per cent., to be charged in addition. If vessels anchor at South Chester Oil Works,

REGISTERED TONNAGE.			16½ Miles. Chester.	20 Miles. Marcus Hook.	28½ Miles. Wilmington Creek.	31½ Miles. Wilmington.	33½ Miles. New Castle.	40 Miles. Fort Delaware or Delaware City.
From	150 to	200 tons	11	\$13	\$16	\$26	\$18	\$21
"	200 to	300 "	12	14	17	27	19	22
"	300 to	400 "	13	15	18	28	21	24
"	400 to	500 "	14	16	19	29	22	25
"	500 to	600 "	15	17	20	30	24	27
"	600 to	700 "	16	18	22	32	26	30
"	700 to	800 "	17	19	24	34	28	32
"	800 to	900 "	18	20	26	36	30	34
"	900 to	1,000 "	19	21	28	..	32	37
"	1,000 to	1,100 "	20	22	30	..	34	40
"	1,100 to	1,200 "	21	23	32	..	36	42
"	1,200 to	1,300 "	22	24	34	..	38	45
"	1,300 to	1,400 "	23	25	36	..	40	48
"	1,400 to	1,500 "	24	26	38	..	42	51
"	1,500 to	1,600 "	25	27	40	..	44	54
"	1,600 to	1,700 "	26	28	42	..	46	57
"	1,700 to	1,800 "	27	29	44	..	48	60
"	1,800 to	1,900 "	28	30	46	..	50	64
"	1,900 to	2,000 "	29	31	48	..	52	67
"	2,000 to	2,100 "	30	32	50	..	54	70
"	2,100 to	2,200 "	31	33	52	..	56	73
"	2,200 to	2,300 "	32	35	54	..	58	76
"	2,300 to	2,400 "	33	37	55	..	61	79
"	2,400 to	2,500 "	34	39	57	..	63	82
"	2,500 to	2,600 "	35	41	59	..	66	85
"	2,600 to	2,700 "	36	43	61	..	68	88
"	2,700 to	2,800 "	37	45	63	..	70	91
"	2,800 to	2,900 "	38	47	65	..	72	94
"	2,900 to	3,000 "	39	49	67	..	74	97
"	3,000 to	3,100 "	40	51	69	..	76	100
"	3,100 to	3,200 "	41	53	70	..	80	102
"	3,200 to	3,300 "	42	54	72	..	82	104
"	3,300 to	3,400 "	43	55	74	..	84	106
"	3,400 to	3,500 "	44	56	76	..	86	108
"	3,500 to	3,600 "	45	57	78	..	88	110
"	3,600 to	3,700 "	46	58	80	..	90	112
"	3,700 to	3,800 "	47	59	82	..	92	115
"	3,800 to	3,900 "	48	60	84	..	95	119
"	3,900 to	4,000 "	49	61	86	..	100	125
"	4,000 tons and upwards, . .		50	62	88	..	105	130

All square-rigged vessels towed between Billingsport and
All square-rigged vessels towed from Wilmington, if there
Tugs sent from Philadelphia to tow inward-bound

Taking Effect April 1, 1889.

RIGGED VESSELS

front, Camden or Philadelphia side, between Gloucester and Pier 13, Port Richmond. If Point Breeze, Gibson's Point or West Philadelphia, Schuylkill transporting rates, less 20 transporting rates to be charged in addition, light or loaded, with one tug only.

46 Miles. Keedy Island.	46 Miles. Dan Baker.	52 Miles. Morris Liston.	56½ Miles. Duck Creek.	61 Miles. Bombay Hook.	71 Miles. Buoy of Middle.	77 Miles. Ledge Light.	84 Miles. Fort. Bank.	90 Miles. Brandywine.	103 Miles. Breakwater.
\$23	\$24	\$25	\$26	\$27	\$29	\$31	\$33	\$35	40
24	25	26	27	28	30	32	35	38	43
26	27	28	29	30	32	34	37	41	48
28	30	32	34	36	38	41	44	48	55
30	32	34	36	38	41	45	49	54	62
34	35	37	39	41	45	48	54	60	69
37	38	40	42	45	49	52	59	66	76
40	42	44	46	49	53	56	64	72	83
43	45	47	50	53	57	59	69	78	91
46	48	50	53	57	61	63	74	84	96
49	52	54	58	62	66	69	79	90	104
52	55	57	62	66	71	74	84	96	110
55	58	60	65	70	76	79	89	103	117
58	61	64	69	74	80	83	94	109	124
61	64	68	73	78	84	88	99	115	131
64	67	72	79	82	89	93	104	120	138
67	71	76	81	86	92	98	109	125	144
70	74	79	85	91	97	103	114	130	150
73	78	82	89	94	108	110	119	135	155
76	82	86	94	100	110	119	129	140	160
79	85	89	98	104	115	124	134	145	165
82	88	92	102	108	120	129	139	150	170
87	91	95	106	112	125	134	144	155	180
90	95	100	110	117	130	139	149	160	185
93	99	105	114	121	135	144	154	165	190
96	103	110	118	125	140	149	159	170	195
99	107	114	122	129	145	154	164	175	200
102	110	118	126	134	150	159	169	180	205
105	113	121	130	139	155	164	174	185	210
108	116	125	134	144	160	169	179	190	215
113	120	128	138	149	165	174	184	195	220
118	125	133	142	154	170	179	189	200	225
120	130	138	147	159	175	184	194	205	230
122	135	143	152	164	179	189	199	210	235
125	140	147	157	169	184	194	204	215	240
130	145	152	162	174	189	199	209	220	245
135	149	157	167	179	194	204	214	225	250
140	154	162	172	184	199	209	219	230	255
145	159	167	177	189	204	214	224	235	260
150	164	172	182	194	209	219	229	240	265

Chester, Tugs will charge Chester rates.
when towing is to be done, above rate to be charged.
square-rigged vessels, will charge the above rates.

Towage Rates Outward, SQUARE-RIGGED

Towage from Philadelphia, Port Richmond, Gibson's Point, Point Breeze, South
If from West Philadelphia, twenty (20) per cent.
If lying in stream opposite South Chester Oil Works.

REGISTER TONNAGE.		16½ Miles. Chester.	20 Miles Marcus Hook.	28½ Miles. Wilmington Creek.	31½ Miles. Wilmington.	33½ Miles. New Castle.	40 Miles. Port Delaware or Delaware City.
From 150 to 200 tons.....		\$12	\$14	\$18	\$28	\$21	\$24
" 200 to 300		13	15	20	30	23	27
" 300 to 400		14	17	23	33	26	31
" 400 to 500		15	18	25	35	29	34
" 500 to 600		16	19	27	37	32	37
" 600 to 700		17	21	29	39	34	41
" 700 to 800		18	22	31	41	37	44
" 800 to 900		20	24	34	44	40	48

From		16½ Miles. Chester.		20 Miles Marcus Hook.		28½ Miles. Wilmington Creek.		31½ Miles. Wilmington.		33½ Miles. New Castle.		40 Miles. Port Delaware or Delaware City.	
		1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.
From 900 to 1,000 tons		\$21	\$33	\$26	\$40	\$37	\$57	\$44	\$67	\$52	\$80		
" 1,000 to 1,100		23	37	28	45	40	64	47	75	56	90		
" 1,100 to 1,200	drawing over 23½ feet.....	33	47	43	60	60	84	72	100	80	102		
" 1,200 to 1,300	drawing over 23½ feet.....	24	41	39	50	43	71	60	84	60	100		
" 1,300 to 1,400	drawing over 23½ feet.....	39	56	50	70	69	96	80	114	85	135		
" 1,400 to 1,500	drawing over 23½ feet.....	26	45	32	45	46	78	54	92	64	110		
" 1,500 to 1,600	drawing over 23½ feet.....	46	65	57	85	76	108	86	127	100	150		
" 1,600 to 1,700	drawing over 23½ feet.....	28	49	34	60	48	86	57	101	68	120		
" 1,700 to 1,800	drawing over 23½ feet.....	53	74	64	90	83	12	97	141	110	165		
" 1,800 to 1,900	drawing over 23½ feet.....	29	53	36	65	51	93	60	109	72	130		
" 1,900 to 2,000	drawing over 23½ feet.....	59	83	71	100	91	13	105	154	120	180		
" 2,000 to 2,100	drawing over 23½ feet.....	31	57	38	70	54	100	64	117	76	140		
" 2,100 to 2,200	drawing over 23½ feet.....	66	92	78	110	99	145	114	167	130	195		
" 2,200 to 2,300	drawing over 23½ feet.....	33	61	40	75	57	107	67	126	80	150		
" 2,300 to 2,400	drawing over 23½ feet.....	70	101	85	120	107	157	122	181	140	210		
" 2,400 to 2,500	drawing over 23½ feet.....	34	65	42	80	60	114	70	124	84	160		
" 2,500 to 2,600	drawing over 23½ feet.....	79	110	92	130	115	169	130	194	149	225		
" 2,600 to 2,700	drawing over 23½ feet.....	36	67	44	82	63	117	74	137	88	164		
" 2,700 to 2,800	drawing over 23½ feet.....	86	117	99	137	123	177	139	202	158	234		
" 2,800 to 2,900	drawing over 23½ feet.....	37	68	46	84	66	120	77	141	92	168		
" 2,900 to 3,000	drawing over 23½ feet.....	92	123	106	144	131	185	147	211	167	243		
" 3,000 to 3,100	drawing over 23½ feet.....	41	73	50	90	71	128	84	151	100	180		
" 3,100 to 3,200	drawing over 23½ feet.....	101	133	115	155	141	198	159	226	180	260		
" 3,200 to 3,300	drawing over 23½ feet.....	42	75	52	92	74	131	87	159	104	185		
" 3,300 to 3,400	drawing over 23½ feet.....	109	141	123	163	149	207	168	235	190	270		
" 3,400 to 3,500	drawing over 23½ feet.....	44	77	54	94	77	134	91	163	109	190		
" 3,500 to 3,600	drawing over 23½ feet.....	117	148	131	171	157	215	177	244	200	280		
" 3,600 to 3,700	drawing over 23½ feet.....	46	79	56	96	80	137	93	167	114	195		
" 3,700 to 3,800	drawing over 23½ feet.....	125	156	139	179	165	223	186	253	210	290		
" 3,800 to 3,900	drawing over 23½ feet.....	48	81	58	98	83	146	99	171	119	200		
" 3,900 to 4,000	drawing over 23½ feet.....	133	164	147	187	173	231	195	262	220	300		
" 4,000 to 4,100	drawing over 23½ feet.....	50	83	60	100	86	143	103	175	124	205		
" 4,100 to 4,200	drawing over 23½ feet.....	141	172	155	195	181	239	204	271	230	310		
" 4,200 to 4,300	drawing over 23½ feet.....	52	85	62	102	89	146	107	179	129	210		
" 4,300 to 4,400	drawing over 23½ feet.....	149	180	163	203	189	247	213	280	240	320		
" 4,400 to 4,500	drawing over 23½ feet.....	54	87	64	104	91	149	111	183	134	215		
" 4,500 to 4,600	drawing over 23½ feet.....	157	188	171	211	197	255	222	289	240	330		
" 4,600 to 4,700	drawing over 23½ feet.....	56	89	66	106	94	152	115	187	139	220		
" 4,700 to 4,800	drawing over 23½ feet.....	165	196	179	219	205	263	231	298	260	340		
" 4,800 to 4,900	drawing over 23½ feet.....	58	91	68	108	97	155	119	191	144	225		
" 4,900 to 5,000	drawing over 23½ feet.....	173	204	187	227	213	271	240	307	270	350		
" 5,000 to 5,100	drawing over 23½ feet.....	60	93	70	110	100	158	123	195	149	230		
" 5,100 to 5,200	drawing over 23½ feet.....	181	212	195	235	221	279	249	316	280	360		
" 5,200 to 5,300	drawing over 23½ feet.....	62	95	72	112	103	161	127	199	154	235		
" 5,300 to 5,400	drawing over 23½ feet.....	189	220	203	243	229	287	258	325	290	370		
" 5,400 to 5,500	drawing over 23½ feet.....	64	97	74	114	106	164	131	203	159	240		
" 5,500 to 5,600	drawing over 23½ feet.....	197	228	211	251	237	295	267	334	300	380		
" 5,600 to 5,700	drawing over 23½ feet.....	66	99	76	116	109	167	135	207	164	245		
" 5,700 to 5,800	drawing over 23½ feet.....	205	236	219	259	245	303	276	343	310	390		
" 5,800 to 5,900	drawing over 23½ feet.....	68	101	78	118	112	170	139	211	169	250		
" 5,900 to 6,000	drawing over 23½ feet.....	213	244	227	267	253	311	295	352	320	400		
" 6,000 to 6,100	drawing over 23½ feet.....	70	103	80	120	115	173	143	215	174	255		
" 6,100 to 6,200	drawing over 23½ feet.....	221	252	235	275	261	319	294	361	330	410		
" 6,200 to 6,300	drawing over 23½ feet.....	72	105	82	122	118	176	147	219	179	260		
" 6,300 to 6,400	drawing over 23½ feet.....	229	260	243	283	269	327	303	370	340	420		
" 6,400 to 6,500	drawing over 23½ feet.....	74	107	84	124	121	179	151	223	184	265		
" 6,500 to 6,600	drawing over 23½ feet.....	237	268	251	291	277	335	312	379	350	430		
" 6,600 to 6,700	drawing over 23½ feet.....	76	109	86	126	124	182	155	227	189	270		
" 6,700 to 6,800	drawing over 23½ feet.....	245	276	259	299	285	343	321	388	360	440		
" 6,800 to 6,900	drawing over 23½ feet.....	78	111	88	128	127	185	158	231	194	275		
" 6,900 to 7,000	drawing over 23½ feet.....	253	284	267	307	293	351	330	397	370	450		
" 7,000 to 7,100	drawing over 23½ feet.....	80	113	90	130	130	188	162	235	199	280		
" 7,100 to 7,200	drawing over 23½ feet.....	261	292	275	315	301	359	339	406	380	460		

1. Square-Rigged vessels drawing 25 feet of water or over will be required to employ not less than 2 Tugs engaged to tow Square-Rigged Vessels, outward bound, lying or sailing down at any point vessel is between Greenwich and Chester, no deduction to be made.
2. When tugs are sent from Philadelphia to tow Square-Rigged vessels up from Quarantine, the Detention at time of leaving, per hour, \$5, if not detained over three hours.
3. When tugs tow vessels to stream transporting rate to be charged in addition to outward towage. Filling water on outward bound vessels, \$5.

Taking Effect April 1, 1890.

VESSELS.

Chester Oil Works, and Girard Point down the Delaware River and Bay.
of Point Breeze transporting rate additional.
a deduction of ten (10) per cent. to be allowed.

46 Miles. Ready Isaml.		49 Miles. Dan Baker.		52 Miles. Morris Liston.		56 1/2 Miles. Duck Creek.		61 Miles. Bombay Hook.		71 Miles. Buoy of Middle.		77 Miles. Ledge Light.		84 Miles. Fourteen Ft. Bank.		90 Miles. Brandywine.		103 Miles. Breakwater.	
\$47	\$28	\$33	\$35	\$37	\$30	\$31	\$36	\$39	\$42	\$45	\$52	\$54	\$50	\$57	\$53	\$72	\$84	\$90	\$103
35	37	41	41	47	45	49	50	52	57	59	62	64	67	70	72	78	81	84	103
39	41	45	47	52	57	61	64	67	70	71	73	75	78	81	84	90	90	90	103
43	45	49	52	57	62	66	68	71	73	75	78	81	84	87	90	92	95	95	113
47	49	53	56	61	66	70	73	76	79	81	84	87	90	92	95	98	101	101	124
51																			
55																			
1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.
\$60	\$92	\$64	\$98	\$68	\$104	\$73	\$113	\$79	\$122	\$92	\$142	\$100	\$154	\$109	\$168	\$117	\$180	\$134	\$206
44	104	69	110	73	117	79	127	85	137	99	160	108	173	118	189	126	203	144	232
99	139	109	150	118	162	129	177	140	192	150	220	173	238	188	259	201	278	224	312
69	115	74	123	78	130	85	141	92	153	107	178	116	193	126	210	135	225	155	258
109	155	119	168	128	180	140	196	152	213	172	243	186	263	201	285	215	305	240	343
74	127	78	134	83	143	90	155	98	168	114	195	123	212	134	231	144	248	165	283
119	172	128	184	138	198	150	215	103	233	184	265	198	287	214	311	229	333	255	373
78	138	83	147	88	156	96	170	104	183	121	213	131	231	143	252	153	270	175	309
128	188	138	202	161	235	174	253	196	288	211	311	228	337	243	370	270	404	302	440
83	150	88	159	94	169	102	184	110	198	128	231	139	250	151	273	162	293	185	325
87	205	143	214	154	229	167	249	186	260	203	306	219	330	236	358	252	383	280	430
161	93	172	99	182	107	198	116	214	135	249	146	270	160	294	171	315	196	361	466
147	221	159	237	169	252	182	273	196	294	220	334	236	360	255	389	271	415	301	466
92	73	98	84	104	195	113	212	122	229	142	260	154	280	168	315	180	338	206	386
157	239	168	250	179	270	193	292	207	314	232	356	249	384	268	415	285	443	316	496
97	184	101	196	108	208	116	226	128	244	149	284	169	308	176	336	189	360	216	412
167	254	178	271	189	288	204	311	218	334	244	379	262	408	281	441	344	490	331	527
101	189	108	201	114	213	124	232	134	250	156	291	160	316	185	344	198	369	227	422
176	264	188	289	208	324	232	345	255	391	274	421	274	421	295	454	313	484	347	542
106	193	113	206	120	218	130	237	140	255	163	298	177	323	193	353	207	378	237	433
186	273	198	291	210	308	225	332	240	356	268	403	287	433	308	468	327	498	362	583
115	207	123	221	130	234	141	254	153	275	178	320	193	347	210	378	225	405	258	464
200	292	213	311	225	329	241	354	258	380	288	430	308	462	330	498	350	530	388	594
120	213	129	227	136	240	147	266	159	281	185	327	200	348	218	384	234	414	268	474
210	302	223	321	235	339	252	365	270	402	300	442	321	475	343	511	364	544	403	610
126	219	135	233	142	240	153	266	165	287	192	334	207	361	226	392	243	423	278	481
220	312	233	331	245	349	263	376	282	414	312	454	334	488	356	524	378	558	418	634
132	225	141	239	148	246	159	272	171	293	199	341	214	367	234	400	252	432	288	494
230	322	243	341	255	359	274	387	294	426	324	466	347	501	369	537	392	572	438	649
138	231	147	245	154	252	165	278	177	299	206	348	221	374	242	408	261	441	298	504
240	332	253	351	265	369	285	398	306	438	336	478	360	514	382	550	406	586	448	664
144	237	153	251	160	258	171	284	183	305	213	355	228	381	250	416	270	450	308	514
250	343	263	361	275	379	296	409	318	450	348	490	373	527	395	563	420	600	463	679
150	243	159	257	166	264	177	290	189	311	220	362	235	388	258	424	279	459	318	524
260	353	273	371	285	389	307	420	330	463	361	503	386	540	408	576	434	614	478	691
156	249	165	263	172	270	183	296	195	317	227	369	243	395	266	432	288	468	328	534
270	363	283	381	295	399	318	431	342	475	373	514	399	553	421	589	448	628	493	709
162	255	171	269	178	276	189	302	201	323	234	376	250	402	274	440	297	477	338	544
280	373	293	391	305	409	329	442	354	489	385	526	412	566	434	602	462	642	508	724
168	261	177	275	184	282	195	308	207	329	241	383	257	409	282	448	306	486	348	554
290	388	303	401	315	419	340	453	366	499	397	539	425	579	447	615	476	656	523	739
174	267	183	281	190	288	201	314	213	335	248	390	264	416	290	456	315	495	358	564
300	398	313	411	325	429	351	464	380	511	409	552	428	592	460	628	490	670	538	754
180	273	189	287	196	294	207	320	219	341	255	397	271	423	298	464	324	504	368	574
310	408	323	421	335	439	362	475	392	528	431	564	441	605	473	641	514	684	553	769
186	279	195	293	202	300	213	326	225	347	262	404	278	430	306	472	333	513	378	584
320	418	333	431	345	449	373	486	404	535	443	576	458	618	486	654	528	698	563	779
192	285	201	299	208	306	219	334	231	353	269	411	285	437	314	480	342	522	388	594
330	428	343	441	355	459	384	497	416	547	455	588	471	631	499	667	542	712	578	794
198	291	207	305	214	312	225	338	237	359	276	418	292	444	321	488	350	531	398	604
340	438	353	451	365	469	395	508	428	559	467	600	484	644	512	680	556	726	593	809
205	297	213	311	220	318	231	344	243	365	283	425	299	451	329	496	359	540	408	614
350	448	363	461	375	479	406	519	440	571	479	612	497	657	525	693	570	740	608	824
211	303	219	317	226	324	237	350	249	371	290	432	306	458	337	504	368	549	418	624
360	458	373	471	385	489	417	530	452	583	491	624	510	670	538	706	584	754	628	839
217	309	225	323	232	330	243	356	255	377	297	439	313	465	345	512	377	558	428	634
370	468	383	481	395	499	425	541	464	595	503	636	523	683	551	719	598	768	638	854
223	315	231	329	238	336	249	362	261	383	304	446	320	472	353	520	386	567	438	644
380	478	393	491	405	509	439	552	476	607	515	648	536	696	564	732	612	782	653	869
229	321	237	335	244	342	255	368	267	389	311	453	327	479	361	528	395	576	448	654
39	488	403	501	415	519	450	563	488	619	527	660	549	709	577	745	626	796	668	884
235	327	243	341	250	348	261	374	273	395	318	460	334	486	369	536	404	585	455	661
400	498	413	511	425	529	461	574	500	631	539	672	562	722	589	758	640	810	683	899

two tugs.

below Chester, will charge the above rate after deducting rate from Philadelphia to where vessel lies. If

above Chester rate to be charged. If sent to Wilmington, the above Wilmington rate to be charged.

PILOTAGE RATES ON THE DELAWARE BAY AND RIVER.

Under the Laws of the State of Pennsylvania.

(Amended May 11th, 1889)

FEET.	INWARD. If spoken east of Five Fathom Bank Light- ship, or north of Here- ford Inlet Lighthouse, or south of Fenwick's Island Light.	INWARD. If spoken inside of Five Fathom Light- ship and outside of line drawn from Cape May Light to Cape Henlo- pen Light.	INWARD. If not spoken until inside of line drawn from Cape May Light to Cape Henlopen Light.	OUTWARD.
8	32.91	29.92	26.93	29.92
8½	34.97	31.79	28.61	31.79
9	37.03	33.66	30.29	33.66
9½	39.08	35.53	31.98	35.53
10	41.14	37.40	33.66	37.40
10½	43.20	39.27	35.34	39.27
11	45.25	41.14	37.03	41.14
11½	47.31	43.01	38.71	43.01
12	49.37	44.88	40.39	44.88
12½	61.87	56.25	50.63	56.25
13	64.35	58.50	52.65	58.50
13½	66.82	60.75	54.68	60.75
14	69.30	63.00	56.70	63.00
14½	71.77	65.25	58.73	65.25
15	74.25	67.50	60.75	67.50
15½	76.72	69.75	62.78	69.75
16	79.20	72.00	64.80	72.00
16½	81.67	74.25	66.83	74.25
17	84.15	76.50	68.85	76.50
17½	86.62	78.75	70.88	78.75
18	89.10	81.00	72.90	81.00
18½	91.57	83.25	74.93	83.25
19	94.05	85.50	76.95	85.50
19½	96.52	87.75	78.98	87.75
20	99.00	90.00	81.00	90.00
20½	101.47	92.25	83.03	92.25
21	103.95	94.50	85.05	94.50
21½	106.42	96.75	87.08	96.75
22	108.90	99.00	89.10	99.00
22½	111.37	101.25	91.13	101.25
23	113.85	103.50	93.15	103.50
23½	116.32	105.75	95.18	105.75
24	118.80	108.00	97.20	108.00
24½	121.27	110.25	99.23	110.25
25	123.75	112.50	101.25	112.50
25½	126.22	114.75	103.28	114.75
26	128.70	117.00	105.30	117.00
26½	131.17	119.25	107.33	119.25
27	133.65	121.50	109.35	121.50

NOTE.—The Rates of Pilotage under the laws of the State of Delaware are the same as the above.

The only difference in the Pilotage Laws of the two States is, that while the State of Pennsylvania exempts a vessel from pilotage after she has passed a line drawn from Cape Henlopen Light to Cape May Light, the State of Delaware requires a vessel to pass Brandywine Light before she is exempt from pilotage.

CITY ICE BOATS.

The City of Philadelphia owns and operates three Ice Boats (side-wheel steamers) of power and equipment scarcely second to any in the world. Their office is to keep the channels of the Delaware and Schuylkill Rivers navigable in the severest winter weather, and the original intention was that they should be used solely for that purpose; but in time of emergency, when Tow Boats are not at hand and navigation is rendered very difficult, if not impracticable, except in their wake, they accept tows at rates which, though apparently high, pay but a small portion of their operating expenses.

Rates of Towage.

	Miles.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
SCALE OF DISTANCES.	U. S. Survey.	70 to 200 and under 70.	200 to 500.	500 to 800.	800 to 1100.	1100 to 1300.	1300 and upwards.
PHILADELPHIA TO OR FROM		Cents per ton.	Cents per ton.	Cents per ton.	Cents per ton.	Cents per ton.	Cents per ton.
Chester.....	16½	18	12	11	10	9	8
Marcus Hook.....	20	19	13	12	11	10	9
Grubb's Landing.....	24	20	14	13	12	11	10
Wilmington Creek.....	28½	22	16	14	13	12	11
New Castle.....	33½	23	17	16	14	13	12
Delaware City.....	40	27	19	17	16	15	14
Reedy Island Light House.....	46	29	20	19	17	16	15
Morris Liston's, (Half Way).....	52	31	21	20	18	17	16
Duck Creek Light House.....	56½	32	22	21	19	18	17
Bombay Hook Point.....	61	34	24	22	20	19	18
Buoy of Middle.....	71	39	26	25	23	21	20
Ledge Light Boat.....	77	41	28	26	24	22	21
Buoy on the Fourteen-Foot Bank.....	84	44	30	28	26	23	22
Brandywine Light Boat.....	90	47	32	30	27	25	23
Buoy on the Brown.....	94	48	33	32	28	26	25
Breakwater.....	103	52	36	33	30	28	26
Light Boat on the Five Fathom Bank.....	128						

Rules and Regulations.

1.—Orders for towing vessels outward bound, or for Harbor Service, will only be received at the office of the Ice Boats; and at the time of the application for service *ten per cent. of the towage money* shall be paid in *advance*, as a booking fee, to be forfeited if the Ice Boats are not used.

2.—When vessels are taken in tow or cast off *between* any of the points named in the scale of rates, they will be charged in proportion to the distance towed, except as provided in Rule No. 8.

3.—All vessels are at their own risk while in tow, and the Ice Boats will not be liable for any injury they may sustain. The right to cast off shall be at the option of the Captains of the Ice Boats. Should any vessel be cast off in consequence of bad weather or any other cause, she will be charged the rate for the distance towed.

4.—Any vessel towed from one *intermediate* point to another shall be charged for the distance at the same rates as if towed the same number of miles from the city, excepting for service in the Harbor, and excepting as provided in Rule No. 8.

5.—Service in the Harbor of Philadelphia from Frankford Creek to Gray's Ferry Bridge shall be paid for according to special agreement to be made at the time the service is ordered.

6.—Vessels ashore or in distress, or not in regular tow, or requiring the service of the Ice Boats from any other cause, or vessels not being in readiness at the hour fixed, will be charged according to the service performed, such an amount as may be determined by the Director of the Department of Public Works.

7.—Vessels using the Ice Boats' Hawser shall pay five per cent. in addition to the amount of their towage.

8.—No less rate than *to or from Chester* will be charged for the service of the Ice, Boats beyond the Harbor limits.

9.—It must be understood that a contract with the Ice Boats for towage will not include the *docking* of vessels.

PHILADELPHIA, November 23, 1888.

STEAM TUGS IN SERVICE AT THE PORT OF PHILADELPHIA.

	DATE BUILT.	LENGTH.	BREADTH.	DEPTH.	ENGINES.	STEAM.	OWNER OR AGENTS.
Active,	1891	69.	17.	7.6	17x17	125	A. M. Edmiston.
Alert,	1890	67.6	17.5	8.1	17x17	110	F. W. Munn.
Altoona,	1875	77.2	16.1	9.1	22x18	100	P. R. R. Co.
Archambault, A. L.,	1869	52.	13.	5.1	12x12	60	S. R. Vaughn.
Arctic,	1882	53.	15.	6.7	14x14	90	C. L. Walker.
Argus,	1882	120.	22.	11.3	20x40x28	110	Peter Wright & Sons.
Armstrong, Chas. N.,	1881	41.	11.8	6.1	12x14	110	C. E. McIlvain.
Ash, C. G.,	1873	73.3	15.8	6.1	18x18	90	Brady & Co.
Atlantic,	1862	70.	17.	6.0	18x18	80	P. & R. R. R. Co.
Baird, Christiana, .	1879	54.6	15.6	6.0	14x16	90	David Baird.
Baird, Jas.,	1874	50.	12.2	4.9	12x16	90	Jas. Gallagher.
Battler,	1881	120.	22.	9.4	20-36x28	100	Peter Wright & Sons.
Beard, William H.,	1874	54.	14.	6.	18x20	100	American Dredging Co.
Berwind, Harry A.,	1891	55.	16.8	7.	15x15	110	Peter Hagan.
Bradley, John C., .	1881	66.	17.	7.	17x17	85	Jas. McCaulley.
Brady, Owen, . . .	1891	65.	16.2	7.4	16x16	110	Dennis McDevitt.
Brown, Col. S. L.,	1864	68.	16.	6.	18x18	68	John T. Gould.
Bruce,	1867	95.	21.2	8.3	30x30	60	S. & J. M. Flanagan.
Champion,	1860	64.	17.	7.	18x18	90	S. & J. M. Flanagan.
Chesapeake,	1864	72.	16.5	9.1	20x22	40	Herron Bros.
Childs, Geo. W., . .	1874	100.8	20.4	9.6	20x32	85	Dr. F. N. Pampinella.
Churchman, F. A., .	1872	73.1	17.1	7.7	18x18	100	F. A. Churchman.
Claudia,	1881	43.	12.6	3.5	. . . . .	. . .	Jefferson Davis.
Clyde,	1862	70.	16.1	6.6	20x22	40	Wm. P. Clyde & Co.
Comet,	1870	64.	16.	7.7	18x18	80	Amer. Dredging Co.
Convoy,	1873	89.5	19.	9.2	32x32	40	B. & O. R. R. Co.
Cooper, Lillie F., .	1879	54.3	13.9	5.1	14x14	70	Geo. R. Murray.
Corr, Mary R., . . .	1882	54.	15.	6.	14x16	80	Jas. Gallagher.
Cramp, William, . .	1877	69.	17.5	7.5	17x17	80	W. E. Bernard.
Cranmer, Ethel, . .	1873	47.4	11.8	5.6	. . . . .	. . .	Wright & Cranmer.
Cranmer, Lulu B., .	1880	68.6	16.	6.6	. . . . .	. . .	Wright & Cranmer.
Crawford, Lizzie, .	1882	67.4	17.5	8.	17x17	80	C. L. Walker.
Dallman, Martin, .	1866	52.	11.4	4.4	12x14	90	W. W. Snyder.
Dennis, C. T., . . .	1882	44.	13.	6.6	12x14	110	Herron Bros.
Deo Volente,	1873	65.6	17.4	7.	. . . . .	. . .	National Dredging Co.
Dove, Wm. M., . . .	1887	50.	13.5	6.5	. . . . .	. . .	Peoples & Bros.
Eccles, Sam'l, Jr., .	1887	69.6	16.2	6.6	16x16	125	Jas. McCaulley.
Edith,	1871	60.	13.	6.2	14x14	100	S. & J. M. Flanagan.
Emily,	1871	59.5	13.5	6.4	14x14	80	Aug. Wall.
Esherich, Frank K.,	1890	68.5	16.9	8.5	10-20x18	125	E. W. Stotsenburg.
Evening Star, . . .	1872	59.	14.9	6.4	15x15	80	Dennis McDevitt.
Fidget,	1882	61.	16.5	6.0	16x16	90	Chas. Warner & Co.
Fleetwing,	1877	47.	13.	4.8	10x10	70	Wm. B. Wills.
Foote, Com.,	1860	80.2	18.6	8.1	24x20	60	S. & J. M. Flanagan.
Fox, Henry C., . . .	1873	54.6	13.2	5.7	14x14	70	Michael Jericho.
Gedney, Samuel, . .	1873	68.3	16.7	7.8	18x18	65	River Harbor Imp. Co.
Gladisfen,	1883	62.9	20.	9.8	16x32x24	110	Benj. W. Robinson.
Graham, Lillie M., .	1892	65.	16.6	7.6	16x16	110	Paul LaCompt.
Graham, W. W., . .	1883	59.	15.	6.	14x14	99	H. B. Lake.
Hanna, Alexander Y.	1890	62.5	15.9	6.8	15x15	100	Alex. Y. Hanna.

STEAM TUGS.

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	DATE BUILT.	LENGTH.	BREADTH.	DEPTH.	ENGINES.	STEAM.	OWNER OR AGENTS.
Harbor,	1891	65.	16.6	7.6	16x16	110	A. N. Hughes.
Harry,	1873	47.6	14.	4.6	12x12	100	Aug. Wall.
Harry,	1871	86.5	20.	8.1	20x18	93	Penna. R. R. Co.
Hercules,	1888	101.5	21.	10.8	14-22-36x24	150	Peter Wright & Sons.
Hudson, Asher J.,	1891	105.	21.6	11.11	15-30x22	110	Jas McCaulley.
Hudson, Geo P.,	1889	45.8	13.2	5.5	12x12	90	S. S. Carey.
Hughes, Albert N.,	1887	83.3	19.1	8.2	15-26x22	100	A. S. Hughes.
Hughes, Asa W.,	1889	84.8	19.4	9.	15-26x22	110	" "
Hughes, Atkins,	1890	84.8	19.6	9.	15-26x22	110	" "
Hunt, M. W.,	1888	63.5	15.6	6.5	15x15	110	H. B. Lake.
Ice Boat No. 1,	1837	185.	60.3	11.	2-40"x7 ft.	60	Director Pub. Works.
" " 2,	1868	206.	67.	12.	2-45"x8 ft.	60	" "
" " 3,	1873	26.	72.	15.	2-50"x9 ft.	60	" "
International,	1890	140.	26.	16.2	16-24-41x30	160	Peter Wright & Sons.
Irene,	1883	47.	12.4	3.5	. . . . .	. . .	John B. Draper.
Irwin,	1876	47.	12.2	5.	12x12	90	Rich. G. Banks.
Ivanhoe,	1883	85.3	19.	9.4	16x30x24	85	Jas. McCaulley.
James	1874	62.	16.	6.6	16x16	80	E. B. Hand.
Jamesburg,	1883	82.	18.2	8.8	24x24	90	Penna. R. R. Co.
Junco,	1878	85.	18.1	9.3	15-26x20	100	Peter Wright & Sons.
Kensington,	1882	62.6	15.6	6.6	15x15	100	E. B. Hand.
Keystone,	1861	54.6	13.8	5.7	15x15	90	McBride Bros.
Killam, Chas.,	1891	50.	13.6	6.	12x12	125	Wm. McAvoy.
King, Sam'l G.,	1881	80.	17.2	7.	17x17	80	Director Pub. Safety.
Kirby, J. B.,	1880	44.2	11.1	4.5	12x12	75	John B. Draper.
Kirkland, Robert R.,	1871	86.3	13.8	7.8	. . . . .	. . .	National Dredging Co.
Laura,	1869	52.	13.4	5.4	14x14	100	S. & J. M. Flanagan.
Laura B.,	1883	85.3	19.8	8.6	20x22	100	Cumberland Nail and Iron Co.
Leader,	1882	54.4	14.5	6.2	14x14	80	Sam'l R. Vaughn.
Lenox, C. & E.,	1873	71.5	15.8	6.4	17x17	70	David W. Lennox.
Levy, John P.,	1857	76.6	15.8	6.5	20x20	70	S. & J. M. Flanagan.
Lightning,	1874	74.6	16.5	8.	18x18	75	Amer. Dredging Co.
Lincoln, Josephine,	1875	46.8	10.5	5.6	12x16	110	W. E. Bernard.
Lookout,	1862	51.1	13.6	5.8	18x18	90	Wm. P. Clyde & Co.
Lottie,	1889	56.	15.5	6.6	14x14	100	Jas. Gallagher.
McAvoy, Ellen,	1883	56.4	15.	6.	14x14	90	Wm. McAvoy.
M'Caulley, E. V.,	1887	96.5	20.5	10.8	12x21x32x24	150	Jas. McCaulley.
" James,	1887	82.7	19.6	9.4	15x28x22	110	" "
" S. A.,	1885	81.7	19.	8.7	20x22	100	" "
McFadden, James,	1866	62.1	16.3	5.2	. . . . .	. . .	National Dredging Co.
McOwen, Elizabeth,	1893	65.	16.6	8.	16x16	120	Peter Hagan.
McOwen, Frederick,	1892	55.	15.8	6.6	14x14	110	Peter Hagan.
Madeira,	1892	65.	16.6	7.6	16x16	110	John Reese.
Majestic,	1890	78.	18.4	7.6	17x17	125	D. B. Hallinger.
Mars,	1890	117.2	23.	15.7	22x40x28	115	Bartlett & Shepherd.
Martha,	1879	43.5	11.	3.9	10x12	100	Chas. Warner & Co.
Mary Louise,	1864	64.3	16.	6.	18x18	80	" "
Mascot,	1890	62.5	15.9	6.8	15x15	110	Rich. G. Banks.
Mascotte,	1872	55.	13.6	5.9	. . . . .	. . .	Jas. L. Caven.
Maurice	1892	63.	15.2	6.8	14x14	140	L. B. Shaw.
Meteor	1881	92.5	18.6	8.5	16x32x28	100	Chas. Warner & Co.
Minerva,	1886	57.	15.	6.	16x16	100	J. W. Paxson & Co.
Minnie,	1869	48.9	13.	5.6	14x14	75	John McKeefery.

	DATE BUILT.	LENGTH.	BREADTH.	DEPTH.	ENGINES.	STEAM.	OWNER OR AGENTS.
Mott, General G., .	1881	75.	17.	8.	16x20	110	J. B. Richards.
Munn, Frank W., .	1889	84.	19.5	9.6	13-26x20	120	F. W. Munn.
New Castle,	1874	80.	11.	7.7	20x20	80	Peter Wright & Sons.
North America, . . .	1876	130.	28.2	14.	.. . . .	..	Ins. Co. of N. A.
Oceanic,	1872	97.	20.	8.2	26x26	80	Wm. R. Gerting.
Philadelphia,	1887	60.	16.	7.	14x14	110	F. W. Munn.
Pidgeon, Frank, Jr.,	1880	51.5	14.6	9.5	14x14	80	David Baird.
Pilot,	1891	89.2	20.8	10.2	15-30x24	120	A. N. Hughes.
Pioneer,	1891	89.2	20.8	10.2	15-30x24	120	"
Powell, Amanda, . . .	1873	65.5	15.6	6.4	16x16	60	D. B. Hallinger.
Pride, Geo. W., . . .	1890	102.2	22.1	12.7	16-32x24	110	Geo. W. Pride & Son.
Prior, Nellie,	1875	55.	15.	5.4	14x14	85	Peter Hagan.
Protector,	1882	92.9	20.	9.8	.. . . .	..	Jos. F. Bowker.
Pusey, J. L.,	1857	70.2	16.2	7.7	20x20	80	P. & R. R. R. Co.
Rambler,	1883	40.	12.9	5.5	12x12	90	C. W. Brink.
Rebecca,	1874	67.	14.	6.7	16x16	90	Phila. Trans. & Itg.Co
Reliance,	1881	84.	18.	8.	14x24x24	110	Jas. McCaulley.
Rescue,	1886	79.2	19.	9.	13x24x18	110	"
Reynolds, Gard. B.	1891	62.5	15.9	6.8	15x15	110	Alex. Y. Hanna.
Roman,	1881	50.6	15.2	5.3	14x14	80	Brady & Co.
Sallie,	1872	58.5	13.5	7.4	14x14	75	Jas. Gallagher.
Sawtelle, Col. C. G.,	1862	68.8	16.9	7.5	20x20	90	S. & J. M. Flanagan.
Schaubel, Harry, Jr.,	1886	57.	14.	6.6	12x14	120	Wm. McKeefer.
Schuyler, S.W. No. 2	1863	53.	12.1	7.	.. . . .	..	Leonard Boyer.
Scott, Col. Thos. A.,	1875	130.6	21.	8.	53"x10 feet	36	S. & J. M. Flanagan.
Sea King,	1891	96.	20.6	10.	16-30x24	120	F. W. Munn.
Shaw, S.,	1871	55.	14.5	5.5	14x14	60	John G. Voigt.
Smith, Thos. G., . . .	1890	84.	19.5	9.6	13-26x20	110	A. N. Hughes.
Smyth, David,	1873	46.	14.	4.4	12x12	80	Jas. Gallagher.
Snyder, Samuel L., . .	1874	50.	12.6	4.4	.. . . .	..	Peoples & Bros.
Startle,	1883	68.	17.5	8.4	17x17	80	A. N. Hughes.
Stetson, D. G.,	1868	62.	15.	6.	.. . . .	..	Atlas Dredging Co.
Stokley, Wm. S., . . .	1875	100.	18.	12.	26x30	50	Director Pub. Safety.
Swallow, . . . . .	.. . .	.. . .	.. . .	.. . .	.. . . .	..	Brady & Co.
Taurus,	1881	64.5	17.	6.5	16x16	85	Chas. Warner & Co.
Transit,	1884	91.	20.	8.4	17x30x24	80	P. & R. R. R. Co.
Truro,	1872	56.	14.2	6.	16x16	100	A. S. Hughes.
Tygert, Nellie S., . .	1873	49.5	13.4	4.8	14x14	65	Lewis Boyer.
Uhler, Taylor M., . . .	1874	48.	11.7	4.6	12x12	70	Geo. R. Murray.
Uncle Mike, . . . . .	.. . .	.. . .	.. . .	.. . .	10x10	100	J. W. Paxson & Co.
Varuna,	1864	81.	18.	8.4	22x22	80	Penna. R. R. Co.
Visitor, . . . . .	.. . .	.. . .	.. . .	.. . .	.. . . .	..	Bureau of Health.
Wall, Eva,	1892	73.	16.6	8.	16x16	125	Aug. Wall.
Wall, Harry M., . . .	1891	70.	16.6	8.	16x16	125	Aug. Wall.
Walker, Mary J., . . .	1891	73.	18.	9.	17x17	110	C. L. Walker.
Wear, John,	1882	75.	17.	8.	16x20	110	S. R. Boyer.
Wicaco,	1863	10.17	20.2	8.3	30x26	35	S. & J. M. Flanagan.
White, May T.,	1880	61.	15.8	7.8	16x18	80	Amer. Dredging Co.
Wister, Gen'l I. J., . .	1886	69.8	18.2	8.	.. . . .	..	Brady & Co.
Worrall, Granville, . .	1868	65.5	15.5	5.8	.. . . .	..	Brady & Co.

PHILADELPHIA COMMERCIAL ORGANIZATIONS

THE PHILADELPHIA MARITIME EXCHANGE,

Third and Walnut Streets.

GEORGE E. EARNSHAW, *President*.E. R. SHARWOOD, *Secretary*.

PHILADELPHIA BOARD OF TRADE.

Drexel Building.

FREDERICK FRALEY, *President*.WM. R. TUCKER, *Secretary*.

COMMERCIAL EXCHANGE OF PHILADELPHIA,

Chamber of Commerce.

LINCOLN K. PASSMORE, *President*.C. ROSS SMITH, *Secretary*.

MANUFACTURERS' CLUB.

No. 1409 Walnut Street.

THOMAS DOLAN, *President*.CHAS. HEBER CLARK, *Secretary*.WM. S. STOCKTON, *Asst. Secretary*.

GROCERS' AND IMPORTERS' EXCHANGE OF PHILADELPHIA.

N. W. Corner Front and Chestnut Streets.

B. W. ANDREWS, *President*.JOS. F. HAEGELE, *Secretary*.

PHILADELPHIA DRUG EXCHANGE.

No. 17 South Third Street.

L. HASSELL LAPP, *President*.WM. GULAGER, *Secretary*.

PHILADELPHIA PRODUCE EXCHANGE.

S. W. Corner Water and Arch Streets.

SAMUEL S. DARMON, *President*.HOWARD AUSTIN, *Secretary*.

VESSEL OWNERS' AND CAPTAINS' ASSOCIATION.

No. 205½ Walnut Street.

CHARLES LAWRENCE, *President*.JAMES F. WALLACE, *Secretary*.

TRADES LEAGUE OF PHILADELPHIA,

Room 59, No. 441 Chestnut Street.

W. W. FOULKROD, *President*.J. N. FITZGERALD, *Secretary*.

BOARD OF WARDENS FOR THE PORT OF PHILADELPHIA.

Merchants' Exchange.

JOEL COOK, *President*.GEO. F. SPROULE, *Secretary*.CHRISTIAN K. ROSS, *Master Warden*.

PUBLIC OFFICES IN PHILADELPHIA.

UNITED STATES ENGINEERS.

Fifteenth and Arch Streets.

MAJOR C. W. RAYMOND, U. S. A., Officer in Charge.
Second Lieutenant, A. M. D. Armit, Assistant.

UNITED STATES LIGHTHOUSE INSPECTOR, FOURTH DISTRICT.

Rooms 20 and 30, Fourth Floor, Post Office Building.

COMMANDER GEO. C. REITER, U. S. N. Inspector.

UNITED STATES BRANCH HYDROGRAPHIC OFFICE.

Maritime Exchange, Third and Walnut Streets.

LIEUTENANT R. M. HUGHES, U. S. N., Officer in Charge.

UNITED STATES COAST AND GEODETIC SURVEY.

Room 5, Fourth Floor, Post Office Building.

R. M. BACHE, Assistant in Charge.

UNITED STATES WEATHER BUREAU.

Fourth Floor, Post Office Building.

L. M. DEY, Local Forecast Official.

UNITED STATES MARINE HOSPITAL SERVICE.

No. 410 Chestnut Street.

GEO. PURVIANCE, M. D., Surgeon in Charge.

UNITED STATES NAVY YARD.

League Island.

COMMODORE W. A. KIRKLAND, Commandant.

WM. J. MANNING, Commandant's Secretary.

UNITED STATES NAVY PAY OFFICE.

Room 21, Post Office Building.

HENRY M. DENNISTON, U. S. N., Purchasing and Disbursing Paymaster.

UNITED STATES COMMISSIONER OF IMMIGRATION.

Room 4, No. 1224 Chestnut Street.

JOHN J. S. RODGERS, Commissioner.

HARBOR MASTER OF PHILADELPHIA.

Southeast Corner Walnut and Dock Streets.

THOMAS J. RYAN, Harbor Master.

JAS. B. PATTISON, Chief Deputy.

UNITED STATES SHIPPING COMMISSIONER.

No. 500 South Delaware Avenue.

JAMES J. KING, Commissioner.

STATE QUARANTINE BOARD.

Office, No. 604 Sansom Street.

MOSES VEALE, *President*, (Health Officer).BENJ. LEE, M. D., *Secretary*, (Secretary State Board of Health).

R. A. CLEEMAN, M. D., (Designated by President Philadelphia College of Physicians).

THOS. WINSMORE, (Designated by President The Philadelphia Maritime Exchange).

H. C. BOENNING, M. D., (Quarantine Physician).

HENRY M. DUBOIS, (Appointed by the Mayor of Philadelphia).

ERNEST LA PLACE, M. D., (Appointed by the Governor of Pennsylvania).

QUARANTINE OFFICE.

No. 604 Sansom Street.

MOSES VEALE, *Health Officer*.

OFFICE HOURS :—9 A. M. to 5 P. M. Sundays and Holidays excepted.

Health Certificate to be presented (or, when State Quarantine Service is suspended, affidavit to be made) within twenty-four hours after vessel's arrival at port of entry. Fees to be paid at same time and a receipt or health ticket to be furnished thereupon by the officer in charge.

FEES.

Any Steam Vessel arriving from a foreign port,	\$10 00
“ Sailing “ “ “ “ “	5 00
“ Coasting Vessel, Sail or Steam, arriving from a port South of St. Mary River,	2 50

Section 6 of the Act approved June 5, 1893, provides that no fee shall be collected from vessels other than above specified.

PHILADELPHIA BOARD OF MARINE UNDERWRITERS.

Room 17, Merchants' Exchange, Third and Walnut Streets.

CHARLES PLATT, President.

E. R. SHARWOOD, Secretary and Treasurer.

BOARD OF ADMIRALTY SURVEYORS.

No. 216½ Walnut Street.

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CAPTAIN LEONARD D. BARRETT,CAPTAIN WM. G. MUNDAY,
CAPTAIN HENRY N. GAY.NATIONAL BOARD OF MARINE UNDERWRITERS OF
NEW YORK.E. R. SHARWOOD, Correspondent,
Office, Maritime Exchange.

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- ARGENTINE REPUBLIC—EDWARD SHIPPEN, No. 532 Walnut Street.
AUSTRIA-HUNGARY—ARNOLD KATZ, (Acting), No. 128 Walnut Street.
BELGIUM—HENRY PHILLIPS, JR., No. 524 Walnut Street.
BRAZIL—JOHN MASON, JR., No. 319 Walnut Street.
CHILI—EDWARD SHIPPEN, No. 532 Walnut Street.
COREA—DR. H. R. DAVIS, No. 204 Franklin Street.
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HAYTI—A. H. LENNOX, No. 306 Stock Exchange Place.
HONDURAS—SOLOMON FOSTER, JR., Pottstown, Penna.
ITALY—RAYBANDI MASSIGLIA, 259 S. Fourth Street.
LIBERIA—W. E. ROTHERY, No. 149 S. Front Street.
MEXICO—RAFAEL G. ACOSTA, 35 S. Third Street.
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PORTUGAL—JOHN MASON, JR., No. 319 Walnut Street.
RUSSIA—H. FRANK ROBINSON, Acting Vice Consul, 138 S. Third Street.
SPAIN—JOSE CONGOSTO, No. 222 S. Third Street; EDUARDO FORNIAS, Acting
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SWEDEN—J. N. WALLEM, No. 122 S. Second Street.
SWITZERLAND—RUDOLPH KORADI, Consul, No. 314 York Avenue; WERNER
ITSCHNER, Vice-Consul, 712 Market Street.
TURKEY—Vacant.
URAGUAY—EDUARDO FORNIAS, 711 Pine Street.
VENEZUELA—RUFINO BLACNO FOMBONA, No. 711 Pine Street.

DAY AND NIGHT DISTINGUISHING SIGNALS OF STEAMSHIP LINES RUNNING TO PHILADELPHIA.

"ANSWERING SIGNAL"

OF THE

REPORTING STATIONS OF THE PHILADELPHIA MARITIME EXCHANGE,
WHITE LIGHT.

LINES.	HOUSE FLAG.	FUNNEL MARKS.	NIGHT SIGNALS.
Allan Line.	Blue, White and Red.	Red, with Black Top and White Band.	Three Blue lights displayed in form of a Triangle.
American Line.	White, with Blue Eagle.	Black, with White Band.	Rocket for attention, Red light followed by six Red Balls and Red light.
Atlantic Transport Line.	Blue, with White Stars.	Red, with Black Top.	Green, White, Red, Green, White, Red.
Boston and Philadelphia S. S. Line.	White with Red ball in centre.	Black.	Two Red lights followed by Green and rocket of interval of 5 minutes.
Boston Towboat Company.	Red, with a White T.	Black, with a White T.	Red, Blue, White.
Clyde Line.	White, with blue border and Red C in centre.	Black.	Red Coston light. Distress, White, Red, White.
Earn-Line S. S. Company.	White Burgee, with large Blue E.	Black, with White Band and Blue E.	Red, Green, Red followed by Red Star.
Hart's Fruit Line.	White, with Red heart in centre.	No Special Mark.	Green, Red, Green, Red.
North Atlantic Trident Line.	White, with two Tridents.	Yellow.	Green forward and aft, Red amidship burning simultaneously.
Ocean S. S. Company of Savannah.	White, Blue Cross, with Red G. A.	Black, with Red Top.	White, Red.
Red Star Line.	White, with Red Star.	Yellow, Black Top, Red Star.	Three Red lights forward, aft and amidship burning simultaneously.
Red Star Tugs.	White, with Red Star in centre.	Yellow, with Red Star.	Blue, followed by Red Star.
Standard Oil Company.	Red, with White S.	Black, with White S.	Green, Red, Green followed by Red Ball.
Sigua Iron Company.	Blue and White, forming two Blue and two White Triangles.	No Special Mark.	Green light forward, aft and amidship burning simultaneously.

APPENDIX A.

PORT CHARGES ON SUGAR-LADEN VESSELS.

THE PHILADELPHIA MARITIME EXCHANGE.

PHILADELPHIA, June 27th, 1892.

CIRCULAR S No. 3.

Customs Port of Philadelphia, } SUGAR—STEAM—SAIL.
 Port Charges “ “ }

TO MEMBERS OF THE PHILADELPHIA MARITIME EXCHANGE, PHILADELPHIA.

Dear Sirs:—At a stated meeting of the Board of Directors of the Philadelphia Maritime Exchange, held Monday, June 27th, 1892, the annexed final report of the Special Committee of the Board, appointed “to investigate and report on the subject of alleged excessive charges to vessels delivering cargoes of Sugar at Philadelphia, as also less favorable conditions prevailing here, than at neighboring ports,” was received, on motion, unanimously adopted, ordered printed for information of Members and others interested in Sugar trade, and Committee, with thanks of the Board, discharged.

Yours respectfully,

ALEX. C. FERGUSSON,
President.

E. R. SHARWOOD,
Secretary.

COPY.

REPORT OF COMMITTEE.

PHILADELPHIA, June 23d, 1892.

TO THE BOARD OF DIRECTORS OF THE PHILADELPHIA MARITIME EXCHANGE:

Your Committee have pleasure in submitting herewith their final report concerning Port Charges and Customs of the Port of Philadelphia—STEAM—SAIL—as applicable to vessels delivering cargoes of Sugar at Philadelphia.

Your Committee believe that this report presents a solution of the various questions discussed that is not only equitable, but which will be found upon practical application satisfactory to the numerous interests involved. The Philadelphia Sugar Refiners have expressed their satisfaction and hearty acceptance of annexed schedule of rates and conditions, which, with the correspondence exchanged, is herewith respectfully submitted.

(Signed.) ISAAC HOUGH,
 GEORGE E. EARNSHAW, } *Committee.*
 FRANK L. NEALL,

COPY.

PHILADELPHIA, June 20th, 1892.

MR. MITCHELL HARRISON,

Secretary, The Franklin Sugar Refining Company, Philadelphia.

Dear Sir :—Referring to our various interviews, we have formulated the enclosed schedule of rates and conditions applicable to sugar cargoes discharged at Philadelphia which, as we understand it, covers the results mutually reached by us, and which we confidently expect will be acceptable to all of the numerous interests represented by The Philadelphia Maritime Exchange. Will you kindly let us know if the same is also in accordance with your understanding?

Yours respectfully,

(Signed.)

ISAAC HOUGH,

Chairman.

COPY.

THE FRANKLIN SUGAR REFINING COMPANY,

OFFICE, 101 SOUTH FRONT STREET, (Lock Box 1630.)

PHILADELPHIA, June 20th, 1892.

MR. ISAAC HOUGH,

Chairman, Committee of The Philadelphia Maritime Exchange, Philadelphia.

Dear Sir :—Your communication of even date, covering schedule of rates and conditions applicable to sugar cargoes discharged at Philadelphia, is duly received, and we beg to state same accurately covers the agreements reached at our various interviews with your Committee.

Yours truly,

(Signed.)

MITCHELL HARRISON,

Secretary.

Schedule of Rates and Conditions, Applicable to Vessels Discharging Cargoes of Sugar at Philadelphia.

PHILADELPHIA, JUNE 20TH, 1892.

TO TAKE EFFECT JULY 1ST, 1892.

DISCHARGE.

DISCHARGE :—Time for beginning discharge of cargo—or, time lay days begin to count, in default of vessel discharging.

Steam. Lay days for discharge of steamers to begin at 7 A. M., after one (1) full day, succeeding the day of vessel's entry at Custom House, Philadelphia. The office hours at United States Custom House for entrance or clearance of vessels, are from 9 A. M. until 4 P. M., so that a steamer entered at Customs between the hours named, on, say, Monday, would be entitled to her general order for discharging, and for the discharge of the vessel to begin, or lay days to count, say, from 7 A. M. on Wednesday.

Sail. Lay days for discharge of sailing vessels to begin 48 hours after entry of vessel at Custom House, Philadelphia.

(A.) If Importer or Refiner will join with Master of Vessel in an application to Collector of the Port, permission can be obtained from Custom authorities to commence discharge of cargo immediately after entry of vessel at Custom House.

STEVEDORING.

STEVEDORING :—Rates for stevedoring bags, baskets, mats, hogsheads, etc., by Refiners, as also by numerous first-class independent stevedores :

Pernambuco and other Brazilian Sugars,	2½c per bag, avg. net weight of bags 145 lbs. say 15½ bags per ton.				
Hamburg,	2¾c	"	"	220	10¼
Demerara,	3c	"	"	250	"
Cuba,	3¼c	"	"	320	7
Manilla, Iloilo and Cebu,	30c	per 2240 lbs. net delivered weight.			
Java,	28c	"	"	"	"
Cuba and Porto Rico, hogsheads, single or double deck vessel, 17c per hhd, approx. wgt. of hhd.		"	"	"	1,700 Lbs.
Cuba and Porto Rico, hogsheads, beam vessels,	20c	"	"	"	"
Bardadoes, hogsheads, single or double deck vessel,	23c	"	"	"	2,100 "
Barbadoes, hogsheads, beam vessels,	28c	"	"	"	"
Other English Islands, hogsheads, single or double deck vessels, 25c	25c	"	"	"	2,300 "
Other English Islands, hogsheads, beam vessels,	30c	"	"	"	"

The methods of receiving sugar by the Refiners and Importers at Philadelphia, at their respective wharves, vary somewhat, but the above prices of independent Stevedores are intended to recognize and provide for said differences.

At one of the largest Refineries, the stevedore thus undertakes to land the cargo on hand trucks, supplied by him, and to deliver the cargo on such portions of the wharf as may designated by Refiners, and to stow it in tiers not exceeding five (5) bags high.

At the two remaining principal Refineries the stevedore undertakes :

(1). To supply at his own cost two (2) drays for each hatch of vessel worked, the drays being used in conjunction with drays furnished by Refinery, to receive the cargo from alongside vessel as landed from her tackles and to assist in hauling it to Refinery or Warehouse. The stevedore also undertakes to supply, at his own cost, six (6) men at the Refinery or at the Warehouse, to assist in unloading the sugar from all the drays.

(2). In like manner, while two hatches of vessel are worked in discharging, four (4) drays are to be furnished by stevedore to assist in hauling the sugar, and twelve (12) men are to be furnished to assist in unloading the sugar at Refinery or Warehouse.

(3). In like manner, while three hatches of vessels are worked in discharging (six) drays are to be furnished by stevedore to assist in hauling the sugar, and eighteen (18) men are to be furnished to assist in unloading the sugar at Refinery or Warehouse.

Note—It is understood that until otherwise officially advised, that the above rates for stevedoring are understood to be "lowest current rates for stevedoring sugar at Philadelphia," and applicable under charter parties where clauses stipulate for stevedoring to be done by stevedore designated by Charterers or their Agents at port of discharge, at lowest current rates.

DISPATCH.

DISPATCH.—Amount of sugar which steamers and sailing vessels are entitled to demand, shall be discharged per day, according to the customs of the Port of Philadelphia.

Steam.—In absence of any explicit written agreement to contrary between the contracting parties steamers carrying not less than 1500 tons of sugar are entitled by the custom of the Port of Philadelphia to discharge the following quantities of sugar, per weather working day, Sundays and legal holidays excepted. A weather working day is understood to be a day suitable to discharge cargoes of sugar.

Sugar in bags, baskets, mats, etc., 500 tons of 2240 lbs. per day.
 Sugar in hogsheads, 400 hogsheads per day.

Sail.—In the absence of any explicit written agreement to contrary between the contracting parties, sailing vessels are entitled by the customs of the Port of Philadelphia to discharge the following quantities of sugar, per weather working day, Sundays and legal holidays excepted. A weather working day is understood to be a day suitable to discharge cargoes of sugar.

Cuba, or other West India sugar in bags, not less than, 325 tons, (2240 lbs.) per day.

“ “ “ “ hogsheads not less than, 300 hogsheads per day.

Jaggery, China, Egyptian, Brazil, East India, and Java, sugar not less than, . 200 tons, (2240 lbs.) per day.

WEIGHING.

WEIGHING.—Cost of weighing cargoes of sugar as discharged—portion of expense to be borne by vessel.

Until April 1st, 1891, no charge of this kind was incurred by vessels delivering cargoes of sugar in the United States, but by reason of the practical abolition on date named, of the duty on sugar imported into the United States, the Government no longer weighs all cargoes of sugar.

Marine freight upon sugar is in many instances payable upon net or gross weight delivered at port of discharge.

Unless vessel stipulates at time of charter or upon signing bills of lading for the payment of freight upon the in-take or invoice weight or unless an agreed percentage for estimated loss in weight on cargo during voyage is fixed, Refiner or Importer is justified in requiring vessel to participate in cost of ascertaining weight of cargo delivered at port of discharge. The charge for weighing sugar cargoes is one cent (1c) per 100 pounds, one-half of which cost, say, one-half cent ($\frac{1}{2}$ c) per 100 pounds, is a proper charge to be made by Refiner or Importer to vessel, when freight is payable upon delivered weight, and no special clause inserted in charter or bills of lading, exempting vessel from this charge.

NOTE.—It is worthy of consideration by owners and masters of vessels, whether it might not at times be more to their advantage to stipulate for payment of freight upon the in-take or invoice weight, than to subject themselves to a charge of one-half cent ($\frac{1}{2}$ c) per 100 pounds as their proportion of charge for ascertaining the delivered weight of their cargoes, at ultimate port of discharge.

EXCHANGE.

EXCHANGE.—The Sterling rate of Exchange for marine freight, payable at Philadelphia on cargoes of sugar discharged here, to be as per Messrs. Brown Bros. & Co.'s certificate as to selling rate of Exchange current at noon on day of vessel entering at Custom House, Philadelphia, for demand or 60 days sight bills on London.

Owners and masters are urged to have the conditions upon which their freight is payable at port of discharge clearly defined in charter parties or bills of lading, which can be done by adopting either of the following clauses A or B. If it is intended that freight should be payable in cash at the sight or demand rate of Exchange on London let it be so specified, as in clause A. In like manner, if it is the intention for freight to be payable at the 60 days' sight rate of Exchange on London, let it be so specified as in clause B.

(A.) Freight to be payable in cash at the current rate of exchange for bankers' demand bills on London, at noon on day of vessel's entry at Custom House, Philadelphia.

(B.) Freight to be payable in cash at the current rate of exchange for bankers' sixty days sight bills on London, at noon of day of vessel's entry at Custom House, Philadelphia.

These suggestions are put forward in detail owing to the differences of opinion that have arisen under clauses similar to following :

- (1) Freight payable in cash, according to the custom of the port.
- (2) Freight payable in cash, according to the custom of the port, without discount, etc.

WHARF—WHARFAGE.

WHARFAGE.—When vessels discharge at wharves of Refiners—the great bulk of sugar is so discharged—the following rates of wharfage to apply :

NOTE.—The custom of the Port requires vessels to discharge their cargoes of Sugar at any safe, suitable wharf, designated by Refiner or other Consignee of cargo.

Steamer.—To pay \$4 per day for the first 200 tons net register of vessel, and three-quarters ($\frac{3}{4}$) of one cent for each additional net register ton.

NOTE.—This makes the wharfage of a 1500 tons net register steamer at \$13.75 per day.

Sail.—To pay \$4 for the first 200 tons net register and one-half ($\frac{1}{2}$) of one cent each additional net register ton.

NOTE.—A 600 tons net register sailing vessel would pay for wharfage \$6 per day.

According to the custom of the Port of Philadelphia, in computing wharfage, the day the vessel comes, and the day the vessel goes, are considered as one full day.

DEMURRAGE.

DEMURRAGE.—When a rate is not specifically stipulated for in charter party or bills of lading, demurrage on Steamers to be computed at the rate of $12\frac{1}{2}$ cents per net register ton per day, and on sailing vessels, at the rate of eight (8) cents per net, register ton per day.

DESPATCH MONEY.—STEAMERS.—Despatch Money, if any be due to consignees of the cargo, to be computed at the rate of five (5) cents per net register ton of steamer per working day, payable upon settlement of freight.

NOTE.—In computing discharging days for demurrage and/or despatch money, days and parts of days to be counted.

APPENDIX B.

Steamship Service Between Philadelphia and Savannah, Georgia.

ACTION OF THE BOARD OF DIRECTORS, 23D MAY, 1892.

Resolved, That it is the sense of this Board that the present Steamship Service between Savannah and Philadelphia is entirely inadequate for our commercial requirements, and that we believe if the Ocean Steamship Co. of Savannah would put on another steamer, making their sailings every five days, it would not only be of great advantage to both Ports, but also be of greatly increased revenue to the Steamship Company.

APPENDIX C.

Resignation of President Alex. C. Fergusson.

ACTION OF THE BOARD OF DIRECTORS, 27TH JUNE, 1892.

At the regular monthly meeting of the Board of Directors of The Philadelphia Maritime Exchange held June 27th, 1892, the resignation of Mr. Alex. C. Fergusson, President of the Exchange since November 24th, 1890, was presented; and it having been informally stated that the reasons impelling Mr. Fergusson to this course were unalterable, and that he would not be able to longer serve the Exchange as its President, the resignation was, on motion, accepted; and while the fellow-members of Mr. Fergusson on the Board desire to express their sincere regrets at the severance of his official relations with the Board, they desire also to record their warm appreciation of his active and successful efforts in behalf of the affairs of the Exchange during his term of office as presiding officer, and to convey to him their appreciation of the invariable courteous and impartial treatment experienced by them at his hands.

APPENDIX D.

QUARANTINE.

THE PHILADELPHIA MARITIME EXCHANGE.

PHILADELPHIA, December 21st, 1892.

TO THE MEMBERS OF THE PHILADELPHIA MARITIME EXCHANGE, AND
OTHER CITIZENS INTERESTED IN THE HEALTH AND COMMERCIAL PROSPERITY OF PHILADELPHIA.

Gentlemen :—On December 9th, 1892, I thought proper to address the Board of Directors of the Philadelphia Maritime Exchange upon the subject of "QUARANTINE," and took occasion to ask from them an expression of opinion as to the policy to be pursued in connection therewith.

I have the honor to submit for your consideration a copy of my letter, and should be pleased, if after a perusal of it, you will kindly note upon enclosed postal card—or otherwise communicate—your views on the subject of Quarantine—National, State, or Municipal, in order that the fullest expression of opinion may be secured upon a subject so important, and so intimately connected with the health, welfare and prosperity of this community.

Fathfully yours,

GEO. E. EARNSHAW,
President.

THE PHILADELPHIA MARITIME EXCHANGE.

PHILADELPHIA, December 9th, 1892.

TO THE BOARD OF DIRECTORS OF THE PHILADELPHIA MARITIME EXCHANGE.

Gentlemen:—I have called this special meeting to give the Board an opportunity to define the policy of the Philadelphia Maritime Exchange upon the subject of Quarantine. Prompt action is necessary, as we are invited by the Philadelphia Board of Trade to co-operate with the other Commercial Organizations of Philadelphia in advocating the passage of an Ordinance which will be submitted to the Councils of the City of Philadelphia forthwith. The proposed Ordinance has the endorsement of his Honor, the Mayor, and the Director of Public Safety.

The object of the Ordinance referred to is to provide for the immediate securing and equipment of a portion of Tinicum Island to serve as a temporary addition and emergency adjunct to the Lazaretto Station, and thus provide for the thorough disinfection and expeditious handling of baggage and cargoes of vessels bound to ports on the Delaware Bay and River.

The plan at present, as we are advised, contemplates the erection of a wharf and bulk-head, or both, and installing necessary additional disinfecting appliances thereon.

I felt that I could take no comprehensive action upon the subject without first ascertaining the views of the Board.

The best informed authorities upon the subject of Cholera assure us that it is vitally essential that we should be prepared to intelligently and effectively combat a threatened out-break of cholera in the United States during the Spring or early Summer of the coming year. We think it therefore behooves us to strenuously advocate such action upon the part of the United States, State and Municipal Authorities, as we conscientiously

believe will best provide the most ample safeguards to the health of the Commonwealth, and inspire the respect and confidence of our citizens.

The first consideration must be the health of the community, but at the same time we should carefully avoid the imposition of any unnecessary restrictions and conditions which might unfairly hamper or harass Commerce.

The Philadelphia Board of Health, during the recent cholera scare, by reason of its timidity and vacillating policy, and apparent indifference to the Commercial interests, signally failed to inspire our citizens with that general confidence and respect which is vitally essential when confronted with a real danger.

By reason of its undignified wrangling with State Officials, the Board was justly subjected to wide-spread ridicule, and notwithstanding that this Exchange and representatives of various shipping interests repeatedly protested against the Board's unwarranted restrictions upon entry of vessels, and their unreasonable detention, the Board, either through ignorance or an utter disregard of Commercial rights, failed to correct these flagrant abuses when called to their attention. The absence of a definite policy, and the unsuitable character of their decisions materially added to the complications which surrounded the situation; and the action of the Board of Health seriously prejudiced our Port in the minds of many ship owners, who were quick to contrast the treatment of their craft seeking business at Philadelphia with that simultaneously accorded their vessels at neighboring Ports. The unfriendly action of the Board of Health towards the United States Marine Hospital Service, in declining to allow surgeons connected with that service to enter the Quarantine Station, and to board inward bound vessels from the Quarantine Officer's Boat, can only be regarded as the work of some narrow, selfish and jealous members of the Board, who, upon many occasions seem to dominate it.

It is for you to determine whether you will aid in strengthening the hands of the Board of Health as at present constituted, or whether you will favor some other solution of the question, and at once declare the necessity for some radical change.

Alternative policies, which it may be worth while for you to consider, are :

FIRST.—To favor several changes in the personnel of the present Board of Health—this course, if properly and forcibly presented, might find favor with his Honor, the Mayor, as upon several occasions the Director of Public Safety, as a Member of the Board, has occupied a minority position upon important subjects before the Board, and it has been manifest upon

many occasions—the sittings of the Board being in public—that a desire to screen the Board has alone prevented him from more frequently manifesting his dissent publicly.

SECOND.—To advocate changes in the State and Municipal Laws, which would place local Quarantine regulations, throughout the whole year, in the hands of one competent responsible physician, with proper subordinates. The boarding station to be not far below the City, when the general health is good, and at the Lazaretto when sickness or epidemics prevail. The Physician to have absolute and sole control of the enforcement of Quarantine Regulations.

THIRD.—To favor passage by Congress of a National Quarantine Law.

The Secretary of the Treasury, in his Annual Report just issued, says :

“State Laws cannot properly control or direct the management of great Quarantines where other States are interested. The quarantines of our sea-board are of equal interest to all our population. The whole country should have a voice in their ownership and management, and this can only be accomplished by such legislative action as will forbid the collection of quarantine fees by State or Municipal authority, and which shall direct the assumption of all quarantine duties by the United States. This duty rests under the same authority as that under which laws relating to immigration are planned and executed. Every serious epidemic that this country has ever known has been traced to the immigrant, and it must be apparent that the same authority that controls immigration should control quarantine.”

Our recent correspondence and intercourse with the Surgeon-General United States Marine Hospital Service indicates that he is willing to give intelligent consideration to our representations on behalf of commercial interests, and we might therefore, perhaps, get a more efficient quarantine, and at the same time one less burdensome to commerce, if it were in the hands of the Marine Hospital Service alone, without the intervention of either State or Municipal authority.

All of which is respectfully submitted,

GEO. E. EARNSHAW,

President.

The preceding letter from the President was read at a special meeting of the Board of Directors of the Philadelphia Maritime Exchange, held on Friday, December 9th, 1892, and it was, on motion, unanimously received, adopted, and a copy ordered to be sent to each member of the Exchange.

The adoption of a general policy on the subject of quarantine was postponed for further consideration, but, it being thought an urgent necessity that temporary facilities for the disinfection of goods and merchandise should be provided at once upon an adequate scale, it was, on motion, unanimously resolved:

"That the Philadelphia Maritime Exchange heartily endorses the efforts and recommendations of His Honor, the Mayor, and the Director of Public Safety, relative to the immediate securing of additional emergency facilities for quarantine purposes on Little Tinicum Island."

QUARANTINE.

THE PHILADELPHIA MARITIME EXCHANGE.

PHILADELPHIA, December 31st, 1892.

AT AN ADJOURNED MEETING OF THE BOARD OF DIRECTORS OF THE PHILADELPHIA MARITIME EXCHANGE, HELD THIS DAY, THE FOLLOWING PREAMBLE AND RESOLUTIONS WERE UNANIMOUSLY ADOPTED:

WHEREAS, A circular, dated December 21, 1892, was mailed to each member of The Philadelphia Maritime Exchange, also to about 3,700 prominent business men and organizations of the City of Philadelphia asking what system of quarantine they favored; and

WHEREAS, The replies received are almost unanimous in favor of a National Quarantine; be it and it is hereby

Resolved, That The Philadelphia Maritime Exchange earnestly advocates the immediate passage by Congress of a law establishing Federal Quarantine throughout the United States on the lines laid down by the Secretary of the Treasury in his recent Annual Report, believing that such a law would insure a uniform, modern and scientific quarantine throughout the whole country, and give maximum protection, with no unnecessary restrictions upon commerce, and at the lowest cost. It is further

Resolved, That both Houses of Congress be petitioned to pass such a law, and to pass it at once, so that the Marine Hospital Service within the next four months may be enabled to complete all necessary preparations for keeping out cholera. It is further

Resolved, That the Philadelphia Congressional delegation be urged to use every effort to have such a law passed at once. It is further

Resolved, That the Board of Trade, the Commercial Exchange, the Manufacturers' Club, the Trades League, and the Vessel Owners' and Cap-

tains' Association, all of Philadelphia, and the Maritime Exchanges or Associations of New York, Boston and Baltimore be asked to co-operate in obtaining the legislation referred to; and it is further

Resolved, That a copy of these resolutions be forwarded to the President of the United States, the Secretary of the Treasury, the Supervising Surgeon-General of the Marine Hospital Service, the Governor of the State of Pennsylvania, the State Board of Health of Pennsylvania, the Philadelphia Board of Health, and to the Chamber of Commerce of the State of New York.

The following petition was forwarded to both Houses of Congress :

THE PHILADELPHIA MARITIME EXCHANGE.

TO THE HONORABLE THE SENATE AND HOUSE OF REPRESENTATIVES OF THE UNITED STATES, IN CONGRESS ASSEMBLED :

The Philadelphia Maritime Exchange respectfully petitions your Honorable Bodies to favorably consider the immediate passage of a law providing for the establishment of Federal Quarantine throughout the United States on the lines laid down by the Honorable the Secretary of the Treasury in his recent Annual Report, believing that national control will alone insure a uniform, modern and scientific quarantine, and thereby give the whole country the maximum protection without unnecessary restrictions upon commerce.

GEO. E. EARNSHAW,

President.

Attest :

E. R. SHARWOOD,

[SEAL.] *Secretary.*

Philadelphia, December 31st, 1892.

Letter from the President of the Exchange Authorized by the Board Directors 9th February, 1893.

PHILADELPHIA, February 10th, 1893.

HON. EDWIN S. STUART,

Mayor of Philadelphia.

Sir :—The Philadelphia Maritime Exchange has been aware for some time past of a tendency, in certain quarters, to consider it devoted to the interests of the passenger steamship companies, even to the extent of

carelessness or disregard for the public health. This, however, is far from the case, as in the past, and especially during the recent cholera scare, the health both of the city and country at large has been and will continue to be the first and paramount consideration of this Exchange. After that, but *only* after that, the claims of commerce have been pressed.

We have merely contended for what we still continue to ask on behalf of this great city and its growing commerce: that the sanitary measures taken shall be of the most complete, modern and scientific kind, guided and governed by those who not only are acquainted with modern scientific methods of quarantine, but also understand and are prepared to give due consideration to the requirements of commerce.

We maintain that a quarantine which ignores those requirements is not modern or scientific, and is consequently likely to fail in protecting the public health.

Our motto is, "Protect health and foster commerce." Health first, by all means, but do not lose sight of or ignore commerce.

A scientific quarantine can alone do this. Let us have it, and have it quickly, before cholera comes and panic ensues.

Do away with the antiquated health laws of 1818. Let us have modern laws for modern requirements, and, by all means, a modern man to enforce them; one who has made his mark in modern quarantine methods, and who would consequently have the full confidence of the people.

This is all the Exchange wants or asks, excepting to be allowed the privilege of its own identity, and that it may not be mistaken for the mouthpiece or tool of any corporate or private interest of any kind.

The Exchange wants to be known only as the representative of its own members collectively, and through them of the best interests of Philadelphia.

We would say, in conclusion, that The Philadelphia Maritime Exchange desires to thank you and the Director of Public Safety for your earnest efforts to keep infection from this port last fall, and to assure you that it will gladly co-operate in any measures that does not, in its opinion, needlessly hamper and harrass commerce.

By order of the Board of Directors.

GEO. E. EARNSHAW,

President.

STATE QUARANTINE BILL.

A Supplement.

To an act entitled "An act to establish a health office and to secure the City and port of Philadelphia from the introduction of pestilential and contagious diseases and for other purposes," approved the twenty-ninth day of January, one thousand eight hundred and eighteen (1818), empowering the Governor to suspend the State Quarantine, creating a Quarantine Board, authorizing the Governor to appoint a Quarantine Physician, and to purchase or lease or acquire land for a State Quarantine Station, and thereupon to abandon the present Lazaretto.

WHEREAS, Congress has recently enacted a general quarantine law dated fifteenth of February, one thousand eight hundred and ninety-three to be administered by federal officers stationed in foreign countries and by the Federal Marine Hospital service acting as quarantine officers at stations on or near the navigable waters of the United States, and there is reason to believe that the Federal Quarantine for the Delaware Bay and River will be fully equipped and in effective operation during the coming summer;

AND WHEREAS, The multiplication of quarantine visits and inspections on board ship during one and the same entry into the port of Philadelphia cannot fail to interfere with the expeditious movements of maritime commerce, causing hindrance and delay and possible conflict among the Federal and State Quarantine authorities; therefore,

SECTION I. *Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania, in General Assembly met, and it is hereby enacted by the authority of the same,* That whenever it shall be shown to the satisfaction of the Governor of Pennsylvania that the government of the United States has established and is maintaining at the Delaware Bay entrance to the port of Philadelphia an effective and sufficient quarantine to secure this Commonwealth against the introduction of pestilential, contagious or infectious diseases, as is contemplated by the act of January twenty-ninth, one thousand eight hundred and eighteen, and its supplements and other quarantine laws of the State, it shall be lawful for the Governor and he is hereby empowered to suspend by public proclamation the operation of the State Quarantine in part or in whole in his discretion as he shall deem it best for the public health and safety.

In any and every case the Governor shall have and is hereby given discretionary power and authority to re-establish and maintain a complete

quarantine service whenever, through the failure of the Federal Government to maintain an efficient service or from any other cause, such action may be necessary.

SEC. 2. Whenever the State shall acquire and possess a quarantine station other than Lazaretto to be used for the same or similar purposes and be declared by the Government to be ready for occupancy and use as a quarantine station sufficient for the use and necessities of the port of Philadelphia in guarding against the introduction of pestilential, contagious or infectious diseases into said port, said new station shall be brought into use in lieu of the Lazaretto and the present Lazaretto shall thereafter be abandoned and turned over to the city of Philadelphia. But in any event the present Lazaretto shall from and after July first, one thousand eight hundred and ninety-five, be discontinued for quarantine purposes. To the end that the quarantine station contemplated in this and the last preceding section shall be established at as early a day as practicable, the Governor of this Commonwealth is hereby authorized and empowered to negotiate for and purchase, lease or acquire by eminent domain on Reedy Island, or failing that, at some suitable place on the waters of Delaware River or Bay, either within or without the territorial limits of the State, if a concession from a State bordering on Delaware Bay shall be obtained, land sufficient and suitable for the purpose, which, if on the mainland, shall not be within two miles of any incorporated city or borough, and to invite bids and make contracts for the construction of all necessary and suitable buildings for the uses and duties of the station and for the furnishing and full equipment of the same with all suitable and necessary furniture and appliances, subject, however, to appropriations to be made according to law. Subject to the provisions of this section, the Governor may use the present Lazaretto station in Tinicum township if satisfactory arrangements for the use of the same can be made with the City of Philadelphia. For this purpose, the Governor is hereby authorized and empowered to lease the said Lazaretto upon such terms as shall be satisfactory to him and the City of Philadelphia, or if such terms cannot be agreed upon the Governor may, if the said city will consent thereto, agree to an arbitration to fix the rental to be paid therefor, the Governor to name one arbitrator, the Mayor of the said City of Philadelphia to name another, and the two thus chosen to select a third. The sum agreed upon by the arbitrators thus chosen or by any two of them to be final and conclusive.

The State Quarantine Board hereafter designated shall, if satisfactory terms can be made with the city, purchase the steam tug now used by the

quarantine officers. If satisfactory terms cannot be made, the said Board shall lease or purchase another tug.

The said Board shall appoint and at pleasure discharge the pilots, engineers, firemen, tugmen, stewards, nurses, gardeners, watchmen, and other servants and employees necessary to man the said tug and carry on the said station.

The said Board shall further have power to purchase from the City of Philadelphia such of the material, apparatus and supplies now on hand at the Lazaretto station as they shall require.

SEC. 3. The following shall constitute a State Quarantine Board for the port of Philadelphia: The President of the College of Physicians of Philadelphia, or a member of said college to be designated by the President, the Secretary of the State Board of Health, the President of the Philadelphia Maritime Exchange, or a member of said Exchange to be designated by the President, the Health Officer appointed in pursuance of the act to which this is a supplement, the quarantine physician provided for in this act, a sixth member to be appointed by the Mayor of the City of Philadelphia, and a seventh member to be appointed by the Governor of Pennsylvania. The members of the Board as above constituted shall serve for the following terms respectively: The sixth and seventh members of the aforesaid Board appointed by the Governor of Pennsylvania and the Mayor of Philadelphia shall hold office for the term of two years respectively from the dates of their respective appointments, and their successors shall hold office for like periods; the Secretary of the State Board of Health, the Quarantine Physician and the Health Officer shall hold office as members of the Board during their respective terms as Secretary of the State Board of Health as Quarantine Physician and as Health Officer. If the President of the College of Physicians of Philadelphia and the President of the Maritime Exchange of Philadelphia serve upon the Board they shall hold office during their respective terms as President of the College of Physicians and as President of the Maritime Exchange, but should a member of the College of Physicians or a member of the Maritime Exchange serve upon the Board in place of the presidents of these bodies, such members shall hold office for a term of three years from the dates of their respective appointments, and their successors shall hold office for like periods, respectively.

The Board thus constituted shall from and after the date when this act goes into effect make such rules and regulations not inconsistent with the laws of the United States and of this Commonwealth as they may deem necessary for the government and management of the quarantine station and for the detention of vessels and their crews and passengers, the disinfect-

tion of vessels and their crews, passengers, baggage and cargo : *Provided*, That the general rules and regulations established by such Board shall first receive the approval of the Governor and shall be published in such manner as the Governor shall direct. They shall meet at certain stated periods as they may elect at least once in every month and also upon such special occasions as the health and safety of the Commonwealth may require and also upon call of the Governor.

The said Board shall rent an office in the City of Philadelphia, and may, if it be deemed necessary, employ a clerk. All the necessary expenses of the said Board, office rent, clerk hire, stationery, fuel and care of office shall be paid by the State.

The said Board shall elect a President and Secretary, define their duties, fix their term of office and make such rules for their own government as they may deem proper.

SEC. 4. The Governor is hereby authorized and required to appoint one physician who shall be denominated the Quarantine Physician. The Quarantine Physician shall be the executive officer of the quarantine station.

He shall be a practicing physician and a graduate of at least ten (10) years standing.

He shall enforce all laws, rules and regulations as provided for in this act or as may be provided by the rules and regulations of the State Quarantine Board respecting the detention, inspection and disinfection of vessels and their crews, passengers, baggage and cargoes bound to any place within the Commonwealth of Pennsylvania on the Delaware River. The Quarantine Physician shall keep a record in book form of all vessels inspected by him, showing the date of inspection and the disposition made of each vessel. He shall also keep a hospital record in the usual form. He shall have the assistance of two deputies, to be appointed by himself, who shall receive, as compensation, the sum of two thousand dollars each, and the said Quarantine Physician or one of his deputies shall be on duty continuously at the quarantine station. The Quarantine Physician shall receive an annual salary of five thousand dollars. His salary and that of his deputies shall be paid by the State.

The said deputies shall have and exercise all the powers and duties by this act or by the rules and regulations of the State Quarantine Board imposed upon the Quarantine Physician. They shall be graduates of at least three years' standing.

SEC. 5. The Health Officer appointed in pursuance of the act to which this is a supplement shall establish a public office at or within three squares of the Custom House in said city, to be known as the quarantine office, which

shall be open from nine Ante Meridian until five Post Meridian throughout the year, Sundays and holidays excepted, whereat all masters and captains of vessels may deliver the health certificate required by law or make affidavit as to the health of the vessel as hereinafter provided. All certificates shall be filed and preserved in good order and a register shall be kept of all vessels and the names of captains or masters to whom the same are granted and the ports from which the vessels respectively sailed. He shall collect all fees as hereafter provided and issue a health ticket. All fees collected by him shall be paid over monthly to the State Treasurer. He shall receive a salary of five thousand dollars per annum, to be paid by the State as the salaries of other State officers are paid. He shall perform all services now required of him by existing laws except as they are altered by this act for which he shall continue to receive the salary now provided by law. He shall have the authority to appoint three clerks, one to be paid a salary of one thousand two hundred dollars by the State, one to be paid a salary of one thousand two hundred dollars by the City of Philadelphia, and one a salary of eight hundred dollars to be paid by the City in equal monthly payments.

SEC. 6. All vessels coming from any port or place outside this Commonwealth and bound to any place on the Delaware River or its tributaries within this Commonwealth shall submit to such detention, disinfection or other regulation at the said quarantine station as may be deemed necessary by the Quarantine Physician or as may be provided by the rules and regulations of the State Quarantine Board for the protection of the people of this Commonwealth. When the Quarantine Physician shall be satisfied that the admission of such vessel into the port shall not be dangerous to the health of the people of this Commonwealth he shall give a certificate permitting such vessel to proceed to the place of destination, which certificate the captain or master of such vessel shall present at the quarantine office in the city of Philadelphia within twenty-four hours after her arrival, who shall thereupon upon payment by him of the fees herein provided for have delivered to him by the officer in charge thereof a receipt or health ticket. Whenever the State Quarantine service shall be suspended by the Governor in accordance with the provisions of this act the master of every vessel arriving from a port without this Commonwealth, excepting ports on the Delaware River and Bay above Reedy Island shall within twenty-four hours after the arrival of his vessel appear at the quarantine office in the city of Philadelphia and shall make an affidavit under oath or affirmation to be administered by the said Health Officer or in his absence by the clerk in charge of such quarantine office who are hereby severally empowered to administer the same, setting forth the name of his vessel, the port from which he has sailed, that a

certificate of health has been granted to him by the officers in charge of the Federal Quarantine station and that the same has been deposited with the collector of the port in compliance with the regulations of the Federal authorities and that no contagious or infectious diseases has developed on said vessel after her release from the Federal Quarantine and shall thereupon pay to the person in charge of the quarantine office the fees herein specified and shall receive a receipt or health ticket. Failure to report his vessel will subject the vessel to a fine of two hundred and fifty dollars to be recovered as such fines are now recoverable by law, the action thereof to be brought by the health officers. If it shall appear either by said affidavit or otherwise that any contagious or infectious diseases has developed on any vessel after her release from the Federal Quarantine the Quarantine Physician may order such vessel back to said Federal Quarantine station for further inspection and treatment. On receiving from the captain or master of any vessel the certificate of health as directed by this act, or upon making and filing the affidavit as to the health of the vessel herein required, such captain or master shall pay to the Health Officer or the person in charge of said quarantine office a fee according to the following rates: Any steam vessel arriving from a foreign port shall pay the sum of ten dollars, any sailing vessel arriving from a foreign port shall pay the sum of five dollars, and any coasting vessel, sail or steam, arriving from a port south of Saint Mary River shall pay the sum of two dollars and fifty cents. No fees shall be collected from vessels other than specified.

SEC. 7. The expense and charge of boarding, lodging, medicines, nursing and maintenance and other necessities provided for the persons landed and sent to the State Quarantine Station and all other expenses, salaries or wages incident to the maintenance of said quarantine station and of the persons detained there and of the tug boat and of the said quarantine office in the city of Philadelphia, and of the office of the State Quarantine Board shall be paid and discharged by the Commonwealth.

SEC. 8. If any person landed and sent to the Quarantine station by any officer having authority to do so or any person arriving in any vessel and detained at the quarantine station as aforesaid shall refuse or neglect to obey the directions of the Quarantine Physician or any deputy of his and the rules and regulations established by the State Quarantine Board from time to time agreeably to the provisions of this act the person so neglecting or refusing shall for each and every offence on being thereof legally convicted forfeit, and pay a fine not more than five hundred dollars to be recovered by the Health Officer.

SEC. 9. If any master, commander or pilot shall permit any part of the cargo or baggage of any person arriving in any vessel to be landed on either shore of the Delaware Bay or River, except at a Federal or State quarantine station, or suffer any person except the pilot to come on board before a certificate shall have been obtained as herein provided unless by permission of the quarantine physician or one of his deputies or unless imminent danger of the loss of the vessel or lives of the crew shall render assistance necessary, the person or persons permitting and the person or persons so landed or going on board shall upon conviction forfeit and pay a fine of not more than five hundred dollars to be recovered by the Health Officer.

SEC. 10. This act shall go into effect on July first, one thousand eight hundred and ninety-three, from and after which date the office of lazaretto physician, and quarantine master shall cease to exist.

SEC. 11. If the State Quarantine is suspended by the Governor the Board of Health of any municipality shall, when notified by the Quarantine physician, or if the Quarantine Physician is not on duty or cannot at once be found, without such notification have power if any vessel shall arrive with contagious or infectious diseases on board to deal with the said vessel, its cargo, its passengers, the crew and their baggage as may be deemed best to protect the people of this Commonwealth against the introduction of the disease then infecting the vessel, cargo, passengers or crew.

SEC. 12. For the purpose of this act and of the act to which this is a supplement the port of Philadelphia shall include all the counties that abut upon the navigable waters of the Delaware River and the navigable tributaries thereof within this Commonwealth.

SEC. 13. All acts or parts of acts inconsistent with this act are hereby repealed. *Provided however,* That nothing herein contained shall repeal, alter or amend the act of second April, one thousand eight and twenty-one, entitled "A supplement to the act entitled 'An act for establishing a health office and to secure the city and port of Philadelphia from the introduction of pestilential and contagious diseases and for other purposes'" or the several supplements thereto ;

And provided further, That nothing in this act contained shall interfere in any wise with the duties now devolving on the officer known as the Port Physician so far as they relate to the administration of the health laws of the city of Philadelphia, but from and after the date at which this act goes into effect he shall be appointed by the Director of the Department of

Public Safety of the City of Philadelphia and receive such salary as the councils of said City shall designate ;

And provided further, That nothing herein contained shall abridge, alter or repeal any of the powers now vested in the Board of Health of the City of Philadelphia relating to the health laws of said city, but the power of said Board over *Maritime* Quarantine shall cease.

APPROVED—The 5th day of June, A. D. 1893.

ROBT. E. PATTISON.

NATIONAL QUARANTINE BILL.

AN ACT

GRANTING ADDITIONAL QUARANTINE POWERS AND IMPOSING ADDITIONAL DUTIES UPON THE MARINE-HOSPITAL SERVICE.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be unlawful for any merchant ship or other vessel from any foreign port or place to enter any port of the United States except in accordance with the provisions of this act and with such rules and regulations of State and municipal health authorities as may be made in pursuance of, or consistent with, this act; and any such vessel which shall enter, or attempt to enter, a port of the United States in violation thereof, shall forfeit to the United States a sum, to be awarded in the discretion of the court, not exceeding five thousand dollars, which shall be a lien upon said vessel, to be recovered by proceedings in the proper district court of the United States. In all such proceedings, the United States district attorney for such district shall appear on behalf of the United States; and all such proceedings shall be conducted in accordance with the rules and laws governing cases of seizure of vessels for violation of the revenue laws of the United States.

SEC. 2. That any vessel at any foreign port clearing for any port or place in the United States shall be required to obtain from the consul, vice-consul, or other consular officer of the United States at the port of departure, or from the medical officer where such officer has been detailed by the President for that purpose, a bill of health, in duplicate, in the form

prescribed by the Secretary of the Treasury, setting forth the sanitary history and condition of said vessel, and that it has in all respects complied with the rules and regulations in such cases prescribed for securing the best sanitary condition of the said vessel, its cargo, passengers, and crew; and said consular or medical officer is required, before granting such duplicate bill of health, to be satisfied that the matters and things therein stated are true; and for his services in that behalf he shall be entitled to demand and receive such fees as shall by lawful regulation be allowed, to be accounted for as is required in other cases.

The President, in his discretion, is authorized to detail any medical officer of the Government to serve in the office of the consul at any foreign port for the purpose of furnishing information and making the inspection and giving the bills of health hereinbefore mentioned. Any vessel clearing and sailing from any such port without such bill of health, and entering any port of the United States, shall forfeit to the United States not more than five thousand dollars, the amount to be determined by the court, which shall be a lien on the same, to be recovered by proceedings in the proper district court of the United States. In all such proceedings the United States district attorney for such district shall appear on behalf of the United States; and all such proceedings shall be conducted in accordance with the rules and laws governing cases of seizure of vessels for violation of the revenue laws of the United States.

SEC. 3. That the Supervising Surgeon-General of the Marine-Hospital Service shall, immediately after this act takes effect, examine the quarantine regulations of all State and municipal boards of health, and shall, under the direction of the Secretary of the Treasury, co-operate with and aid State and municipal boards of health in the execution and enforcement of the rules and regulations of such boards and in the execution and enforcement of the rules and regulations made by the Secretary of the Treasury to prevent the introduction of contagious or infectious diseases into the United States from foreign countries, and into one State or Territory or the District of Columbia from another State or Territory or the District of Columbia; and all rules and regulations made by the Secretary of the Treasury shall operate uniformly and in no manner discriminate against any port or place; and at such ports and places within the United States as have no quarantine regulations under State or municipal authority, where such regulations are, in the opinion of the Secretary of the Treasury, necessary to prevent the introduction of contagious or infectious diseases into the United States from foreign countries, or into one State or Territory or the District of Columbia from another State or Territory or the District of Columbia, and at such

ports and places within the United States where quarantine regulations exist under the authority of the State or municipality which, in the opinion of the Secretary of the Treasury, are not sufficient to prevent the introduction of such diseases into the United States, or into one State or Territory or the District of Columbia from another State or Territory or the District of Columbia, the Secretary of the Treasury shall, if in his judgment it is necessary and proper, make such additional rules and regulations as are necessary to prevent the introduction of such diseases into the United States from foreign countries, or into one State or Territory or the District of Columbia from another State or Territory or the District of Columbia, and when said rules and regulations have been made they shall be promulgated by the Secretary of the Treasury and enforced by the sanitary authorities of the States and municipalities, where the State or municipal health authorities will undertake to execute and enforce them; but if the State or municipal authorities shall fail or refuse to enforce said rules and regulations the President shall execute and enforce the same and adopt such measures as in his judgment shall be necessary to prevent the introduction or spread of such diseases, and may detail or appoint officers for that purpose. The Secretary of the Treasury shall make such rules and regulations as are necessary to be observed by vessels at the port of departure and on the voyage, where such vessels sail from any foreign port or place to any port or place in the United States, to secure the best sanitary condition of such vessel, her cargo, passengers, and crew; which shall be published and communicated to and enforced by the consular officers of the United States. None of the penalties herein imposed shall attach to any vessel or owner or officer thereof until a copy of this act, with the rules and regulations made in pursuance thereof, has been posted up in the office of the consul or other consular officer of the United States for ten days, in the port from which said vessel sailed; and the certificate of such consul or consular officer over his official signature shall be competent evidence of such posting in any court of the United States.

SEC. 4. That it shall be the duty of the Supervising Surgeon-General of the Marine-Hospital Service, under the direction of the Secretary of the Treasury, to perform all the duties in respect to quarantine and quarantine regulations which are provided for by this act, and to obtain information of the sanitary condition of foreign ports and places from which contagious and infectious diseases are or may be imported into the United States, and to this end the consular officers of the United States at such ports and places as shall be designated by the Secretary of the Treasury shall make to the Secretary of the Treasury weekly reports of the sanitary condition of the

ports and places at which they are respectively stationed, according to such forms as the Secretary of the Treasury shall prescribe; and the Secretary of the Treasury shall also obtain, through all sources accessible, including State and municipal sanitary authorities throughout the United States, weekly reports of the sanitary condition of ports and places within the United States, and shall prepare, publish, and transmit to collectors of customs and to State and municipal health officers and other sanitarians weekly abstracts of the consular sanitary reports and other pertinent information received by him, and shall also, as far as he may be able, by means of the voluntary co-operation of State and municipal authorities, of public associations, and private persons, procure information relating to the climatic and other conditions affecting the public health, and shall make an annual report of his operations to Congress, with such recommendations as he may deem important to the public interests.

SEC. 5. That the Secretary of the Treasury shall from time to time issue to the consular officers of the United States and to the medical officers serving at any foreign port, and otherwise make publicly known, the rules and regulations made by him, to be used and complied with by vessels in foreign ports, for securing the best sanitary condition of such vessels, their cargoes, passengers, and crew, before their departure for any port in the United States, and in the course of the voyage; and all such other rules and regulations as shall be observed in the inspection of the same on the arrival thereof of any quarantine station at the port of destination, and for the disinfection and isolation of the same, and the treatment of cargo and persons on board, so as to prevent the introduction of cholera, yellow fever or other contagious or infectious diseases; and it shall not be lawful for any vessel to enter said port to discharge its cargo, or land its passengers, except upon a certificate of the health officer at such quarantine station certifying that said rules and regulations have in all respects been observed and complied with, as well on his part as on the part of the said vessel and its master, in respect to the same and to its cargo, passengers and crew; and the master of every such vessel shall produce and deliver to the collector of customs at said port of entry, together with the other papers of the vessel, the said bills of health required to be obtained at the port of departure and the certificate herein required to be obtained from the health officer at the port of entry; and that the bills of health herein prescribed shall be considered as part of the ship's papers, and when duly certified to by the proper consular officer or other officer of the United States, over his official signature and seal, shall be accepted as evidence of the statements therein contained in any court of the United States.

SEC. 6. That on the arrival of an infected vessel at any port not provided with proper facilities for treatment of the same, the Secretary of the Treasury may remand said vessel, at its own expense, to the nearest national or other quarantine station, where accommodations and appliances are provided for the necessary disinfection and treatment of the vessel, passengers, and cargo; and after treatment of any infected vessel at a national quarantine station, and after certificate shall have been given by the United States quarantine officer at said station that the vessel, cargo, and passengers are each and all free from infectious disease, or danger of conveying the same, said vessel shall be admitted to entry to any port of the United States named within the certificate. But at any ports where sufficient quarantine provision has been made by State or local authorities the Secretary of the Treasury may direct vessels bound for said ports to undergo quarantine at said State or local station.

SEC. 7. That whenever it shall be shown to the satisfaction of the President that by reason of the existence of cholera or other infectious or contagious diseases in a foreign country there is serious danger of the introduction of the same into the United States, and that notwithstanding the quarantine defence this danger is so increased by the introduction of persons or property from such country that a suspension of the right to introduce the same is demanded in the interest of the public health, the President shall have power to prohibit, in whole or in part, the introduction of persons and property from such countries or places as he shall designate and for such period of time as he may deem necessary.

SEC. 8. That whenever the proper authorities of a State shall surrender to the United States the use of the buildings and disinfecting apparatus at a State quarantine station, the Secretary of the Treasury shall be authorized to receive them and to pay a reasonable compensation to the State for their use, if in his opinion they are necessary to the United States.

SEC. 9. That the act entitled "An act to prevent the introduction of infectious or contagious diseases into the United States, and to establish a national board of health," approved March 3, 1879, be, and the same is hereby repealed. And the Secretary of the Treasury is directed to obtain possession of any property, furniture, books, paper, or records belonging to the United States which are not in the possession of an officer of the United States under the Treasury Department which were formerly in the use of the National Board of Health or any officer or employee thereof.

Approved February 15, 1893.

APPENDIX E.

IMPROVEMENT OF THE SCHUYLKILL RIVER.

Memorial to Congress.

TO THE HONORABLE THE SENATE AND HOUSE OF REPRESENTATIVES OF THE UNITED STATES, IN CONGRESS ASSEMBLED :—

This Joint Memorial of the Philadelphia Board of Trade, the Commercial Exchange of Philadelphia and The Philadelphia Maritime Exchange respectfully represents :

That Philadelphia has two water fronts, one on the Delaware River and the other on the Schuylkill River ;

That 36 per cent. of the foreign exports of Philadelphia were shipped from the Schuylkill River in 1891 ; and

That the appropriations for improving the Schuylkill River to accommodate its enormous commerce have averaged only \$20,900 per annum since 1870, and during that period the bulk of the ocean carrying trade has been transferred from small wooden vessels to large iron and steel steamships, the latter requiring deeper draft of water in the river and more ample harbor facilities.

Appended hereto, and made part of this Memorial, is a map of the Schuylkill River, Pennsylvania, showing the proposed project for its improvement, and giving in detail the commerce of the said river, together with the amount of appropriations made for its improvements from 1870 to 1890, inclusive.

For the reason given, your Memorialists believe that they are fully justified in petitioning your Honorable Bodies for a liberal appropriation in the River and Harbor Bill now under consideration ; and

The Philadelphia Board of Trade, the Commercial Exchange of Philadelphia, and the Philadelphia Maritime Exchange respectfully but earnestly

petition your Honorable Bodies to appropriate to the work of continuing the improvement of the Schuylkill River the sum of \$46,250, this being the amount recommended by the United States Engineers.

Attest:		<i>The Philadelphia Board of Trade,</i>
W. R. TUCKER,		T. MORRIS PEROT, <i>Vice-President.</i>
	<i>Secretary.</i>	<i>The Philadelphia Maritime Exchange,</i>
Attest:		ALEX. C. FERGUSSON, <i>President.</i>
EDW. R. SHARWOOD,		<i>The Commercial Exchange of Philadelphia,</i>
	<i>Secretary.</i>	LINCOLN K. PASSMORE, <i>President.</i>
Attest:		
C. ROSS SMITH,		
	<i>Secretary.</i>	

PHILADELPHIA, May 7, 1892.

APPENDIX F.

Transfer of Spencer C. McCorkle, Asst. U. S. Coast and Geodetic Survey, from Philadelphia to duty at Washington, D. C.

ACTION OF THE BOARD OF DIRECTORS, 24TH OCTOBER, 1892.

WHEREAS, The Board of Directors of THE PHILADELPHIA MARITIME EXCHANGE has noted with sincere regret that Mr. Spencer C. McCorkle, assigned for many years to duty in the vicinity of Philadelphia in connection with the work of the Coast and Geodetic Survey, etc., etc., has been ordered to report for duty at Washington, D. C.; and

WHEREAS, Such action necessarily will cause a severance of those valued and intimate relations which have existed for many years between Mr. McCorkle and numbers of our most active business men, who thoroughly appreciate and value his conscientious and painstaking methods in connection with his work; and who, while ever mindful of his official and public duties, has been at all times ready, by his counsel, to advance the Commercial interests of the Port; be it

Resolved, That a Committee of Three be authorized to unite with similar committees from the Philadelphia Board of Trade and Commercial Exchange, to draft a suitable joint Minute, expressive of the appreciation of the labors of Mr. McCorkle in this vicinity, and of our regret at his early prospective retirement from active duties in our neighborhood.

APPENDIX G.

Death of Lars Westergaard.

ACTION OF THE BOARD OF DIRECTORS, 15TH APRIL, 1893.

WHEREAS, The news of the sudden death on April 13th, 1893, of MR. LARS WESTERGAARD, a member of the Board since the organization of the Exchange in 1875, and Treasurer since 1887, was received by the Directors and Members of The Philadelphia Maritime Exchange with feelings of sincere grief;

AND WHEREAS, MR. WESTERGAARD, by his wise and conservative counsel and deep interest in the affairs of the organization, contributed materially to the success of the Exchange and the position it has occupied for years amongst the progressive commercial associations of the country.

Be It Resolved, That the Board of Directors of this Exchange recognize in the death of MR. WESTERGAARD the loss of a valued friend and esteemed business associate, and wish to convey to his bereaved family their sympathy in the affliction that has come to them.

Resolved, That this minute be spread upon the records of the Board, and a copy of same, duly certified, be forwarded to the family of MR. WESTERGAARD.

APPENDIX H.

THE PHILADELPHIA MARITIME EXCHANGE.

TO THE HONORABLE THE SENATE AND HOUSE OF REPRESENTATIVES OF THE UNITED STATES, IN CONGRESS ASSEMBLED:

The Philadelphia Maritime Exchange respectfully memorializes your Honorable Bodies against the passage of a certain bill entitled "A Bill to amend certain sections of Title Fifty-two of the Revised Statutes of the United States, and to carry into effect certain recommendations of the United States Delegates to the International Marine Conference," being Senate Bill No. 1755.

In presenting its formal protest and objection to the passage of this Bill as now framed, The Philadelphia Maritime Exchange desires to state that it is actuated solely and purely by a desire to further the best interests of the Merchant Marine of the United States; and it feels constrained to state to your Honorable Bodies that in considering the provisions of this Bill more weight should be given to the opinions of the Maritime Organizations of the country than to Commercial bodies or Trade Organizations, whose knowledge or information cannot be expected to include an intimate acquaintance with the needs and requirements of the Merchant Marine. The Philadelphia Maritime Exchange does not mean to be understood as alleging that the present inspection laws are entirely free from fault, or as judicious and complete as they could be made; but they view with much alarm the passage of the Bill in question, because they are clearly of opinion that the larger part of the Bill will work much injury to the steam vessel interests of the country.

The proposed rules for the manufacture of boilers for the use of steam vessels will reduce to a marked extent the boiler efficiency; and the proposed law, in the opinion of your memorialists, will have the effect of reducing the pressure to at least thirty per cent. on the boilers now in use; and the injury which would be sustained by the boiler manufacturers of the country and by every vessel now propelled by steam is one of such magnitude that your Honorable Bodies should never be satisfied to pass the Bill as proposed. Compliance with the provisions of the proposed law, if practicable at all, as regards the manufacture of boilers, a thing which your memorialists much doubt, would impose much additional expense upon the steam vessel interests of the country for the purpose of securing that degree of efficiency which is necessary and the passage of the law would practically have the effect of reducing the power of every steam vessel in the country by that percentage to which the Bill would reduce the allowed boiler pressure, a result so sweeping in its injury that if for no other reason, your memorialists would feel compelled to most heartily and emphatically condemn the proposed Bill.

Among the other provisions in the Bill which are, in the opinion of your memorialists, extremely objectionable, are the proposed examination for licensing engineers, the proposed examination for Masters, Mates and Pilots, and the provisions for placing the regulations required by the law in the hands of a Board of Supervising Inspectors without any appellate body being provided for.

Your memorialists, in conclusion, desire to state that the Board of Underwriters and the Maritime Association of the Port of New York are of the same opinion as your memorialists, and that other bodies competent

to pass on the question throughout the country, almost without exception, will be found opposed to the Bill as introduced.

All of which is respectfully submitted, with confidence that your Honorable Bodies will pass no Bill which will injure the interests we represent.

ALEX. C. FERGUSON,

President.

ATTEST :

E. R. SHARWOOD,

Secretary.

PHILADELPHIA, 27th February, 1892.

APPENDIX I.

OCEAN BILLS OF LADING.

Harter Bill.

AN ACT .

RELATING TO NAVIGATION OF VESSELS, BILLS OF LADING, AND TO CERTAIN OBLIGATIONS, DUTIES AND RIGHTS IN CONNECTION WITH THE CARRIAGE OF PROPERTY.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That it shall not be lawful for the manager, agent, master, or owner of any vessel transporting merchandise or property from or between ports of the United States and foreign ports to insert in any bill of lading or shipping document any clause, covenant, or agreement whereby it, he, or they shall be relieved from liability for loss or damage arising from negligence, fault, or failure in proper loading, stowage, custody, care, or proper delivery of any and all lawful merchandise or property committed to its or their charge. Any and all words or clauses of such import inserted in bills of lading or shipping receipts shall be null and void and of no effect.

SEC. 2. That it shall not be lawful for any vessel transporting merchandise or property from or between ports of the United States of America and foreign ports, her owner, master, agent, or manager, to insert in any bill

of lading or shipping document any covenant or agreement whereby the obligations of the owner or owners of said vessel to exercise due diligence, properly equip, man, provision, and outfit said vessel, and to make said vessel seaworthy and capable of performing her intended voyage, or whereby the obligations of the master, officers, agents, or servants to carefully handle and stow her cargo and to care for and properly deliver same, shall in any wise be lessened, weakened or avoided.

SEC. 3. That if the owner of any vessel transporting merchandise or property to or from any port in the United States of America shall exercise due diligence to make the said vessel in all respects seaworthy and properly manned, equipped, and supplied, neither the vessel, her owner or owners, agent, or charterers shall become or be held responsible for damage or loss resulting from faults or errors in navigation or in the management of said vessel nor shall the vessel, her owner or owners, charterers, agent, or master be held liable for losses arising from dangers of the sea or other navigable waters, acts of God, or public enemies, or the inherent defect, quality, or vice of the thing carried, or from insufficiency of package, or seizure under legal process, or for loss resulting from any act or omission of the shipper or owner of the goods, his agent or representative, or from saving or attempting to save life or property at sea, or from any deviation in rendering such service.

SEC. 4. That it shall be the duty of the owner or owners, masters or agent of any vessel transporting merchandise or property from or between ports of the United States and foreign ports to issue to shippers of any lawful merchandise a bill of lading, or shipping document, stating, among other things, the marks necessary for identification, number of packages, or quantity, stating whether it be carrier's or shipper's weight, and apparent order or condition of such merchandise or property delivered to and received by the owner, master, or agent of the vessel for transportation, and such document shall be prima facie evidence of the receipt of the merchandise therein described.

SEC. 5. That for a violation of any of the provisions of this act the agent, owner, or master of the vessel guilty of such violation, and who refuses to issue on demand the bill of lading herein provided for, shall be liable to a fine not exceeding two thousand dollars. The amount of the fine and costs for such violation shall be a lien upon the vessel, whose agent, owner, or master is guilty of such violation, and such vessel may be libeled therefor in any district court of the United States, within whose

jurisdiction the vessel may be found. One-half of such penalty shall go to the party injured by such violation and the remainder to the Government of the United States.

SEC. 6. That this Act shall not be held to modify or repeal sections forty-two hundred and eighty-one, forty-two hundred and eighty-two, and forty-two hundred and eighty-three of the Revised Statutes of the United States, or any other statute defining the liability of vessels, their owners, or representatives.

SEC. 7. Sections one and four of this Act shall not apply to the transportation of live animals.

SEC. 8. That this Act shall take effect from and after the first day of July, eighteen hundred and ninety-three.

Approved, February 13, 1893.

MEMBERSHIP.

No. of
Certificate.

- 20.....Admiralty Surveyors, Board of, 216½ Walnut Street.
21.....Alburger, J. T. & Co., 414-416 South Front Street.
519.....Ali, Geo. D., 328 Chestnut Street.
486.....Allan, H. & A., 225 Walnut Street.
362.....Allison Manufacturing Company, The, Thirty-second and Walnut Streets.
408.....American Dredging Company, 234 Walnut Street.
530.....Annear & Stuart, 227 Dock Street.
497.....Arnold, Humphrey Y., 319 Walnut Street.
296.....Atlantic Refining Company, The, S. E. cor. Fourth and Chestnut Sts.
515.....Bailey, E. H., & Co., 406 Library Street.
25.....Bailey, John T., & Co., 1136-1138 Market Street.
504.....Baird, David, Pearl Street Wharf, Camden, N. J.
460.....Baird, John, & Sons, 214 South Twenty-fourth Street.
240.....Baizley, John, 522 South Delaware Avenue.
326.....Baltimore and Ohio Railroad Company, S. W. corner Fourth and Chestnut Streets.
304.....Baltimore and Philadelphia Steamboat Company, 28 S. Delaware Ave.
149.....Bank of North America, 310 Chestnut Street.
518.....Barker & McCall, 222 Walnut Street.
556.....Bartol, Geo. E., Company, Limited, 139 South Front Street.
426.....Baugh & Sons Company, 20 South Delaware Avenue.
464.....Beattie & Hay, 25 South Water Street.
435.....Bell, Samuel, & Sons, 520 North Second Street.
503.....Bernard, Wm. E., Pier 31 North Wharves.
363.....Berwind White Coal Mining Company, Bullitt Building, Room 242.
454.....Biddle, Thos. A., & Co., 326 Walnut Street.
308.....Biddle & Ward, 505 Chestnut Street.
31.....Boney, Morris, 220 Gold Street.
364.....Bosshardt & Wilson, 212 South Third Street.
532.....Boston and Philadelphia Steamship Co., 338 South Delaware Avenue.
505.....Boston Tow Boat Co., 338 South Delaware Avenue.
260.....Bowden, N., & Sons, 217 Lodge Street.
272.....Bowker, Jos. F., 334 Federal Street.
310.....Bradlee & Co., Beach and Otis Streets.
506.....Brady, John I., 18 South Delaware Avenue.

No. of
Certificate.

- 34.....Brown Bros. & Co., S. E. corner Fourth and Chestnut Streets.
 450.....Buchey, J. J., & Co., 404 Library Street.
 37.....Burnham, Parry, Williams & Co., 220 South Fourth Street.
- 8.....Cabada, E. F., & Co., 117 Walnut Street.
 40.....Carson, Geo. C., & Co., 141 South Front Street.
 359.....Castner & Curran, 328 Chestnut Street.
 41.....Cathrall, E. H., 5 Walnut Street.
 43.....Central National Bank, 109 South Fourth Street.
 398.....Champion & Megee, 618 Reed Street.
 536.....Chandler, Frank M., 210 Walnut Street.
 512.....Chester Pipe and Tube Co., The, 267 South Fourth Street.
 223.....Childs, Geo. W., Sixth and Chestnut Streets.
 351.....China and Japan Trading Company, Limited, The, 36 Burling Slip,
 New York.
 45.....Churchman, F. A., 115 Walnut Street.
 456.....Clark, E. W., & Co., Bullitt Building.
 514.....Clearfield Bituminous Coal Corporation, Provident Building.
 47 } ...Clyde, Wm P., & Co., 12 South Delaware Avenue.
 317 }
 285.....Commercial List Publishing Co., 241 Dock Street.
 368.....Continental Brewing Co., Twenty-first Street and Washington Ave.
 444.....Cook, Joel, Ledger Building.
 235.....Cook, Samuel C., 124 South Front Street.
 50.....Cope Bros., 1 Walnut Street.
 51.....Corcoran, John, 217 Union Street.
 52.....Corn Exchange National Bank, N. E. cor. Second and Chestnut Sts.
 357.....Craig, John F., & Co., 143 South Front Street.
 549.....Cramp, Chas. H., Beach and Ball Streets.
 534.....Cramp, Edwin S., Beach and Ball Streets.
 535.....Cramp, Henry W., Beach and Ball Streets.
 366.....Cramp, The, William, & Sons, Ship and Engine Building Company,
 Beach and Norris Streets.
 541.....Crew Levick Company, 113 Arch Street.
 492.....Crispin, B. F., & Co., 48 South Water Street.
 539.....Crow, Alexander, Jr., Twenty-second and Callowhill Streets.
 510.....Crowell, Calvin S., & Co., 124 North Delaware Avenue.
- 367.....Dando Printing and Publishing Company, 34 South Third Street.
 61.....Darrah & Elwell, 512 South Delaware Avenue.
 62.....Davis, Chas. W., Old Navy Yard.

- No. of
Certificate.
- 558.....Delaware Insurance Company of Philadelphia, The, S. E. corner
Third and Walnut Streets.
- 495.....Delaware Pilots, Hugh Fitzpatrick, Jr., Agent, 202 S. Second St.
66.....Descovich & Co., 225 Dock Street.
- 488.....Dilkes, Geo. R., & Co., 305 Walnut Street.
- 337.....Disston, Henry, & Sons, P. O. Box 1537, Philadelphia.
- 431.....Dougherty, John, 30 Christian Street.
- 452.....Dreer, Henry A., 714 Chestnut Street.
70.....Drexel & Co., S. E. corner Fifth and Chestnut Streets.
- 555.....Dumois, H., & Co., Pier 19 North Delaware Avenue.
71.....Dunn Bros., 115 South Fifth Street.
- 243.....Durkee, A. R., & Co., 149 Petroleum Street.
- 423.....Earn Line Steamship Company, S. W. corner Third and Walnut
Streets.
- 277.....Earnshaw, Alfred,—N. W. corner Fourth and Chestnut Streets.
- 314.....Earnshaw, George E.,—S. W. corner Third and Walnut Streets.
- 526.....Edmiston, A. M., 625 Walnut Street.
447.Edmunds, Henry R., 425 Walnut Street.
76.....Ellison, J. B., & Sons, 24 South Sixth Street.
- 77.....Erie and Western Transportation Company, 234 South Fourth St.
- 78.....Farmers' and Mechanics' National Bank, 427 Chestnut Street.
- 80.....Fergusson Bros., 102 Chestnut Street.
- 81.....Field & Kelly, 142 South Front Street.
- 82.....First National Bank, 315 Chestnut Street.
- 83.....Fitler, E. H., & Co., 23 North Water Street.
2.....Fitzpatrick, Philip, Merchants' Exchange, Room 1.
- 85.....Flanagan, S. & J. M., 226 Walnut Street.
- 453.....Foering, John O., Chamber of Commerce.
- 402.....Fourth Street National Bank, Bullitt Building.
- 482.....Franklin Sugar Refining Co., The, 101 South Front Street.
- 236.....Gallagher & Corning, 313 South Third Street.
- 544.....Gamben & Willar, 506 South Delaware Avenue.
- 418.....General Marine Insurance Company of Dresden, 420 Walnut Street.
- 299.....Gerlach, Wm., 310 Callowhill Street.
13.....Gill & Fisher, Limited, Merchants' Exchange, Room 22.
- 89.....Girard National Bank, Third and Dock Streets.
- 90.....Girard Point Storage Company, 305 Walnut Street.
- 522.....Grace, John, & Son, 111 Walnut Street.
- 369.....Graeff, Wilcox & Co., 318 Walnut Street.

No. of
Certificate.

- 63.....Guarantee Trust and Safe Deposit Company, 320 Chestnut Street.
- 548.....Hagan, Peter, 221 Dock Street.
- 358.....Hagar, W. F., & Co., N. E. corner Third and Walnut Streets.
- 498.....Haig, Andrew H., 249 Levant Street.
- 396.....Hall, Augustus R., 709 Market Street.
- 370.....Hallinger, D. B., 106 Walnut Street.
- 95.....Hamel, J. B., Jr., & Co., Room 10, Merchants' Exchange.
- 371.....Hampton, J. W., Jr., & Co., 420 Library Street.
- 466.....Hancock & Co., 131 South Second Street.
- 290.....Hand, Edward B., 217 Walnut Street.
- 412.....Harrington & Co., 506 South Delaware Avenue.
- 481.....Harriss, Geo., Jr., 127 Walnut Street.
- 527.....Hart Steamship Co., Pier 11, North Wharves.
- 490.....Haug, John, 206 Walnut Place.
- 419.....Hempstead, O. G., & Son, 425 Chestnut Street.
- 546.....Hickman & Dunbar, Drs., 336 South Second Street.
- 533.....Higbee, Geo. H., Manager, 307 Walnut Street.
- 501.....Hillman Ship and Engine Building Co., The Charles, 1441 Beach Street.
- 286.....Hoffer, David, 1722-24-26 Fairmount Avenue.
- 107.....Hoffman, J. W., & Co., 333 Walnut Street.
- 109.....Hogan, James, 339 Chestnut Street.
- 440.....Howlett, M. P., 218 Gold Street.
- 429.....Howell, Wm., Jr., 133 South Second Street.
- 18.....Hough, Isaac, & Co., 324 Walnut Street.
- 538.....Hudson, Wm. H. & Son, 228 Dock Street.
- 111.....Hughes, A. S., 115 Walnut Street.
- 521.....Hughes, Albert N., 115 Walnut Street.
- 112.....International Navigation Company, 307 Walnut Street.
- 542.....Jessup & Moore Paper Company, The, 28 South Sixth Street.
- 280.....Johnson & Higgins, 224 Walnut Street.
- 113.....Johnson, Lawrence, & Co., 109 Walnut Street.
- 281.....Juragua Iron Co., Limited, The, 208 South Fourth Street.
- 114Justice, Bateman & Co., 122 South Front Street.
- 411.....Justus, Philip, 224 Walnut Street.
- 403.....Katz, Arnold, 128 Walnut Street.
- 117.....Kerr, Alex., Bro. & Co., 516 North Delaware Avenue.

No. of
Certificate

- 239.....Murphy & Cook, 217 Walnut Street.
 420.....Munn, F. W., 217 Walnut Street.
 292.....McCahan, W. J., & Co., 147 South Front Street.
 343.....McCauley, James, 212 Walnut Street.
 145McFadden, Geo. H., & Bro., 121 Chestnut Street.
 382.....Naylor & Co., Bullitt Building, Room 238.
 316.....Neafie & Levy, 1365 Beech Street.
 528.....New Coaldale Co., The, 328 Chestnut Street.
 517.....Nicolls, W. J., & Co., 119 South Fourth Street.
 500.....Nicholson, John L., Merchants' Exchange, Room 13.
 318.....Norfolk & Western Railroad Company, The, 333 Walnut Street.
 212.....North America, Insurance Company of, 232 Walnut Street.
- 376.....Ocean Steamship Company of Savannah, 13 South Third Street.
- 547.....Pampinella, F. N., 115 Walnut Street.
 552.....Peale, Peacock & Kerr, Incorporated, 411 Walnut Street.
 153.....Penn National Bank, S. W. corner Market and Seventh Streets.
 216.....Pennsylvania Railroad Company, 233 South Fourth Street.
 153.....Pennsylvania Salt Manufacturing Company, 115 Chestnut Street.
 256.....Pennsylvania Steel Company, 208 South Fourth Street.
 332.....Pennsylvania Warehousing and Safe Deposit Co., 113 and 115
 South Third Street.
 374.....Pettit, Chas. A., & Co., 121 Walnut Street.
 474.....Phelps Bro. & Co., 11 and 13 Dock Street.
 157.....Philadelphia Grain Elevator Co., Merchants' Exchange, Room 18.
 217.....Philadelphia & Reading Railroad Company, 227 South Fourth St.
 303.....Philadelphia Transportation and Lighterage Company, The, 108
 Walnut Street.
 159.....Philadelphia Warehouse Company, 235 Dock Street.
 219.....Philadelphia, Wilmington and Baltimore Railroad Company, 233
 South Fourth Street.
 160.....Phillips, Frederick, 131 South Third Street.
 520.....Phillips, T. Bennett, 329 Walnut Street.
 523.....Phillips, M. W., 47 and 49 North Second Street.
 434.....Potts, W. F., Son & Co., 1221 Market Street.
 475.....Pride, Geo. W., & Son, 220 Walnut Street.
 163.....Prichett, Baugh & Co., 127 South Second Street.

No. of
Certificate.

- 164.....Randolph & Jenks, 241 Chestnut Street.
 166.....Reakirt Bro. & Co., 218½ Walnut Street.
 246.....Reese, John, (ship chandler), 217 Lodge Street.
 262.....Reese, John, (tug boats), 111 Walnut Street.
 439.....Reeves, Parvin & Co., 20 South Front Street.
 167.....Ridgway, Jacob E., 203 Walnut Place.
 168.....Riggs & Bro., 221 Walnut Street.
 494.....Risso, Vescia & Co., 257 South Second Street.
 349.....Robinson, Benj. W., 347 Christian Street.
 414.....Rosenbaum, M., 609 South Third Street.
 346.....Rubelli, L., 218½ Walnut Street.
 312.....Ruger, Theodor, & Co., 312 Stock Exchange Place.
- 170.....Samuel, E., & Co., 330 Walnut Street.
 455.....Soquoit Silk Mills Co., The, Randolph Street & Columbia Avenue.
 172.....Scott, John C., & Sons, Room 250, Bullitt Building.
 442.....Scott, Geo. W., 31 Bainbridge Street.
 557.....Sellers, Wm., & Co., Incorporated, 1600 Hamilton Street.
 175.....Sharpless, J. M., & Co., 20-22 North Front Street.
 383.....Shepherd, Nicholas, 1115 Beach Street.
 385.....Shubert & Cottingham, 118 North Delaware Avenue.
 341.....Shultz, Harry R., 434 Library Street.
 404.....Simpson, Wm., Sons & Co., 130 Chestnut Street.
 224.....Singerly, Wm. M., 917 Chestnut Street.
 178.....Smith, Chas., & Sons, 303 Chestnut Street.
 537.....Smith, Edmund D., & Co., 208 South Fourth Street.
 432.....Smith, Winthrop & Percy, 439 Chestnut Street.
 554.....Snedden & Co., 112 Walnut Street.
 553.....Sorver, Damon & Co., 118 South Front Street.
 348.....Southwark Foundry & Machine Co., 1100 South Fifth Street.
 531.....Spreckel's Sugar Refining Co., Stock Exchange Place.
 465.....Steel, Edw. T., & Co., 24-26 Bank Street.
 416.....Sterling Coal Company, 419 Walnut Street.
 11.....Stetson, D. S., & Co., 109 Walnut Street.
 409.....Stetson, J. N., & Co., 208 Walnut Street.
 476.....Stetson, John B., & Co., 1754 North Fourth Street.
 493.....Stotsenburg, Edw. W., & Co., 220 Walnut Street.
 406.....Strawbridge & Clothier, N. W. corner Eighth and Market Streets.
 185.....Sutton & Co., 147 South Front Street.

No. of
Certificate.

- 507.....Taylor's, Chas. M., Sons, Rooms 17 and 19, Merchants' Exchange.
 306.....Thomas, Edgar G., 307 Walnut Street.
 347.....Tradesmen's National Bank, Drexel Building.
 467.....Tucker, Alfred, & Co., 136-138 South Fourth Street.
 469.....Tygert-Allen Fertilizer Company, The, 2 Chestnut Street.

- 516.....United Collieries Company, The, Bullitt Building.
 433.....United Gas Improvement Co., The, Room 813, Drexel Building.
 430.....United States Electric Lighting Co., Girard Building, Broad and Chestnut Streets.

- 543.....Vandergrift, F. B., & Co., 50 South Fourth Street.
 529.....Von Boyneburgk, F. A., 218½ Walnut Street.

- 379.....Walbaum, W. H., & Co., 206 South Fourth Street.
 401.....Walker, Chas. L., 217 Walnut Street.
 484.....Wall, Augustus, 217 Walnut Street.
 196.....Watson, Thos., & Sons, 129 South Front Street.
 377.....Welsh, S. & J., 304 Walnut Street.
 480.....Weniger, Hans, 484 North Third Street.
 198.....Wesenberg & Co., 122 South Second Street.
 4.....Westergaard, L., & Co., 138 South Second Street.
 478.....Western National Bank, 408 Chestnut Street.
 199.....Whitall, Tatum & Co., 410 Race Street.
 200.....Wigton, R. B., & Sons, 228 South Fourth Street.
 487.....Williams, Chas., 420 Walnut Street.
 438.....Williamson Brothers, Richmond and York Streets.
 461.....Williamson & Cassedy, 526 Market Street.
 540.....Wilson Lumber Co., The, 212 Gold Street.
 380.....Winsmore, Thomas, 123 Walnut Street.
 202.....Winsor, Henry, & Co., 338 South Delaware Avenue.
 331.....Wister, L. & R., & Co., 257 South Fourth Street.
 204.....Wood, R. D., & Co., 400 Chestnut Street.
 405.....Wood, Brown & Co., 824 Market Street.
 5.....Wright, Peter, & Sons, 307 Walnut Street.
 443.....Wyeth, John, & Bro., Eleventh Street and Washington Avenue.

- 378.....Yarnall, Ellis, & Son, 105 South Front Street.

HONORARY MEMBERS.

General W. F. Raynolds, United States Engineer Corps.
Lieutenant-Colonel William Ludlow, United States Engineer Corps.
Captain Frederick Rodgers, United States Navy.
Major W. H. Heuer, United States Engineer Corps.
Lieutenant W. H. H. Southerland, United States Navy.
Theo. F. Townsend, United States Signal Service.
Lieutenant-Colonel Henry M. Robert, United States Engineer Corps.
Lieutenant A. B. Wyckoff, United States Navy.
Lieutenant W. P. Conway, United States Navy.
Captain Spencer C. McCorkle, Assistant United States Coast and
Geodetic Survey.
Charles Lawrence, late Harbor Master, Port of Philadelphia.
Captain Hamilton Murrell, late Commander British Steamship
"Missouri."
Commander J. J. Read, United States Navy.
Major C. W. Raymond, United States Engineer Corps.
Commander F. M. Greene, U. S. N. Schoolship "Saratoga."
Commander P. F. Harrington, United States Navy.
Captain F. A. Mahan, United States Engineer Corps.
Lieutenant-Commander E. H. Gheen, United States Navy.
Christian K. Ross, Master Warden, Port of Philadelphia.

DELAWARE BREAKWATER AND LEWES, DELAWARE, REPORTING AND TELEGRAPH STATIONS OF The Philadelphia Maritime Exchange.

For the convenience of Consignees of Vessels and Cargoes using the Delaware Breakwater as a Port of Call, a **Prompt and Confidential Delivery Service** is maintained by The Philadelphia Maritime Exchange from its Station on the Delaware Breakwater as well as from its Branch Office at Lewes, Delaware. All Letters, Telegrams and Cables should be addressed "In care Maritime Exchange, Lewes, Del.," whence a direct wire runs to the Delaware Breakwater.

The Station on the Delaware Breakwater is open day and night for the signaling and reporting of vessels, and experienced boatmen are always in attendance, thereby avoiding unnecessary delay. In order to do away with the **miscellaneous charges** to vessels in various forms not usually noted at first sight, the Exchange has adopted the following tariff of delivery charges:

To vessels anchored in Harbor to Eastward of Ice Breaker,	\$1.00
“ “ “ Westward “	2.00
“ “ outside of Breakwater and “	3.00

Masters of vessels are invited to make use of the Breakwater Station, and of the Branch Office of the Exchange at Lewes, Delaware, which are kept supplied with the Daily Newspapers, Records of Shipping, Port Charges, Hydrographic and Weather Bulletins, etc., etc.

The Cautionary and Storm signals of the United States Weather Bureau are displayed from the Breakwater Station.

Special telegrams, announcing the arrival or the passing in or out of any particular vessel, will be sent from the Breakwater Station to any person desiring the same upon application, the charge for which service being **One Dollar**, exclusive of telegraph and cable tolls.

NOTE:—Cable orders for vessels in Harbor or to arrive, should be addressed "**Delbreak**," Lewes, Delaware.

E. R. SHARWOOD,
Secretary.

Philadelphia, April 1, 1893.